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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ALEXANDRIA, LA

ESLER RGNL ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26

NA when local weather not available.

BASTROP, LA

MOREHOUSE
MEMORIAL ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34

NA when local weather not available.

BATON ROUGE, LA

BATON ROUGE METROPOLITAN:
RYAN FIELD ..... **ILS or LOC Rwy 13[1,2]**
ILS or LOC Rwy 22R[1,2,4]
NDB Rwy 31[2,3]
RADAR-1[2]
RNAV (GPS) Rwy 4L[4]
RNAV (GPS) Rwy 22R[4]
RNAV (GPS) Rwy 31[4]
VOR Rwy 4L[3]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]NA when local weather not available.

BAY ST LOUIS, MS

STENNIS INTL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR-A

NA when local weather not available.

BOGALUSA, LA

GEORGE R CARR MEMORIAL
AIR FIELD ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

COLUMBUS-WEST POINT-STARKVILLE, MS

GOLDEN TRIANGLE
RGNL ..... **ILS or LOC Rwy 18[1]**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.
[1]NA when control tower closed.

CORINTH, MS

ROSCOE TURNER ..... **ILS or LOC Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

DE RIDDER, LA

BEAUREGARD RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

GALLIANO, LA

SOUTH LAFOURCHE LEONARD
MILLER JR ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

GREENVILLE, MS

MID DELTA RGNL ..... **ILS or LOC Rwy 18L[1]**
NDB Rwy 36L[1]
NDB Rwy 36R[1]
RNAV (GPS) Rwy 18L[2]
RNAV (GPS) Rwy 18R[2]
RNAV (GPS) Rwy 36L[2]
RNAV (GPS) Rwy 36R[2]
VOR/DME Rwy 18L[2]
VOR/DME Rwy 18R[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

GREENWOOD, MS

GREENWOOD-LEFLORE . **ILS or LOC Rwy 18[1]**
VOR Rwy 5[2]

[1]ILS, Categories C,D, 700-2.
[2]Category D, 800-2¼

NAME ALTERNATE MINIMUMS

GULFPORT, MS

GULFPORT-BILOXI INTL ..... **ILS or LOC Rwy 14[12]**
ILS or LOC/DME Rwy 32[12]
ILS or LOC RWY 35[3]
RADAR-1[24]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 32[3]
RNAV (GPS) Rwy 36[3]
VOR/DME or TACAN Rwy 14[4]
VOR/DME or TACAN Rwy 32[4]

[1]ILS, Categories B,C,D, 700-2; Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category E, 800-2¾.

HAMMOND, LA

HAMMOND NORTHSHORE RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 31

NA when local weather not available.

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI ..... **RNAV (GPS) Y Rwy 13**
RNAV (GPS) Z Rwy 13
VOR Rwy 13[1]

NA when local weather not available.
[1]Categories A, B, 1900-2; Categories C, D, 1900-3.

HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL RGNL ..... **ILS Rwy 18[1]**
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]

[1]NA when control zone not in effect.
[2]NA when local weather not available.

HOUMA, LA

HOUMA-TERREBONNE ..... **Copter VOR/DME 12[1]**
ILS or LOC Rwy 18[123]
RNAV (GPS) Rwy 12[14]
RNAV (GPS) Rwy 18[1]
RNAV (GPS) Rwy 30[1]
RNAV (GPS) Rwy 36[1]
VOR/DME Rwy 30[1]
VOR Rwy 12[124]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Category D, 700-2.
[4]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

JACKSON, MS

HAWKINS FIELD ..... **ILS Rwy 16[1]**
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

JACKSON-EVERS INTL ..... **ILS or LOC Rwy 34L[12]**
RADAR-1[1]
RNAV (GPS) Rwy 16L[3]
RNAV (GPS) Rwy 16R[3]
RNAV (GPS) Rwy 34L[3]
RNAV (GPS) Rwy 34R[3]

[1]NA when control tower closed.
[2]ILS, Category E, 700-2¼. LOC,Category E, 800-2¼.
[3]NA when local weather not available.

LAFAYETTE, LA

LAFAYETTE RGNL ..... **ILS or LOC/DME Rwy 4R[13]**
ILS or LOC Rwy 22L[23]
RNAV (GPS) Rwy 4R[1]
RNAV (GPS) Rwy 22L[1]
RNAV (GPS) Rwy 29[1]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Category D, 700-2.

LAKE CHARLES, LA

CHENNAULT INTL ..... **ILS or LOC Rwy 15[12]**
VOR Rwy 33[12]

[1]NA when control tower closed.
[2]Category E, 900-3.

LAKE CHARLES RGNL ..... **ILS or LOC Rwy 15**
LOC BC Rwy 33

NA when control tower closed.

MC COMB, MS

MC COMB/PIKE COUNTY/ JOHN E LEWIS FIELD ..... **ILS or LOC Rwy 15**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR/DME-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS

MERIDIAN, MS

KEY FIELD ..... **ILS or LOC Rwy 1[1,2,3]**
ILS or LOC Rwy 19[2,3]
RNAV (GPS) Rwy 1[3,4]
RNAV (GPS) Rwy 4[3,4]
RNAV (GPS) Rwy 19[3,4]
RNAV (GPS) Rwy 22[3,4]
VOR-A[3,4]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2; Category E, 900-3.
LOC, Category E, 900-3.
[3]NA when local weather not available.
[4]Category E, 900-3.

MONROE, LA

MONROE RGNL ..... **ILS or LOC Rwy 4**
ILS Rwy 22

NA when control tower closed.

NATCHEZ, MS

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR/DME Rwy 13

NA when local weather not available.

NEW IBERIA, LA

ACADIANA RGNL ..... **ILS Rwy 34[1]**
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]
VOR or TACAN Rwy 16[1,3]
VOR/DME Rwy 34[1]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category E, 900-3.

NEW ORLEANS, LA

LAKEFRONT ..... **ILS or LOC Rwy 18R[1]**
RNAV (GPS) Rwy 18R
RNAV (GPS) Rwy 36L
VOR/DME Rwy 36L

NA when local weather not available.
[1]Category D, 700-2.

LOUIS ARMSTRONG NEW ORLEANS INTL ..... **LOC Rwy 19**

Category D, 800-2¼.

OAKDALE, LA

ALLEN PARISH ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

OLIVE BRANCH, MS

OLIVE BRANCH ..... **ILS or LOC Rwy 18[1,2]**
RNAV (GPS) Rwy 18

NA when local weather not available.
[1]ILS, Categories, A,B,C,D, 700-2.
[2]NA when control tower closed.

PASCAGOULA, MS

TRENT LOTT INTL ..... **ILS or LOC Rwy 17[1,2]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[2,3]

[1]ILS, 700-2.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

PATTERSON, LA

HARRY P. WILLIAMS MEMORIAL ..... **VOR/DME-A**

Categories A, B, 1200-2; Category C, 1200-3.

PHILADELPHIA, MS

PHILADELPHIA MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

PICAYUNE, MS

PICAYUNE MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

RAYMOND, MS

JOHN BELL WILLIAMS .... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.
Category D, 900-2¾.

SHREVEPORT, LA

SHREVEPORT DOWNTOWN ..... **RNAV (GPS) Rwy 14**
VOR Rwy 14

NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

SHREVEPORT RGNL ..... **ILS or LOC Rwy 14[1]**
LOC Rwy 5[1]
RADAR-1[1]
RNAV (GPS) Rwy 23[2]

[1]Category E, 900-3.
[2]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

STARKVILLE, MS

GEORGE M BRYAN ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR/DME-A

NA when local weather not available.

SULPHUR, LA

SOUTHLAND FIELD ..... **LOC Rwy 15**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR/DME-A

NA when local weather not available.

TALLULAH, LA

VICKSBURG TALLULAH RGNL .... **LOC Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

TUNICA, MS

TUNICA MUNI ..... **ILS or LOC Rwy 35**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

TUPELO, MS

TUPELO RGNL ..... **ILS or LOC Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 1, 08129 USAF) ELEV 166

RADAR[1] - (E) 111.2 118.6 119.9 125.1 350.2 335.55 363.8

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[2]	15		AB	660/24	494	(500-½)
			C	660/40	494	(500-¾)
			D	660/50	494	(500-1)
			E	660/60	494	(500-1¼)
	33		AB	660/24	497	(500-½)
			C	660/40	497	(500-¾)
			D	660/50	497	(500-1)
			E	660/60	497	(500-1¼)
CIR[3]	All Rwy		ABC	NOT AUTHORIZED		
			D	720-2	554	(600-2)
			E	780-2¼	614	(700-2¼)

[1]Opr 1200-0500Z++. [2]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. [3]Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

BATON ROUGE, LA Amdt. 10C, JUN 5, 2008 (FAA) ELEV 70

BATON ROUGE METROPOLITAN: RYAN FIELD

RADAR - 120.3 278.3 V A

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	31		ABCD	**440**-1¼	371	(400-1¼)				
	13		ABC	**560**-¾	492	(500-¾)	D	**560**-1	492	(500-1)
	22R		ABC	**620**/50	550	(600-1)	D	**620**/60	550	(600-1¼)
	4L		AB	**620**-1¼	551	(600-1¼)	C	**620**-1½	551	(600-1½)
			D	**620**-1¾	551	(600-1¾)				
CIRCLING			AB	**620**-1¼	550	(600-1¼)	C	**660**-1½	590	(600-1½)
			D	**680**-2	610	(700-2)				

When control tower closed ASR NA.
S-22R: For inoperative MALSR, increase Categories A,B, visibility to RVR 6000.
S-31: Inoperative table does not apply.
When VGSI inoperative, circling to Rwy 4L NA at night.

DE RIDDER, LA

Orig, MAR 12, 2009 (FAA) ELEV **204**

BEAUREGARD RGNL

RADAR - 123.7 254.8 NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36	AB	**620**-1	423	(500-1)	CD	**620**-1¼	423	(500-1¼)
	18	AB	**700**-1	498	(500-1)	C	**700**-1¼	498	(500-1¼)
		D	**700**-1½	498	(500-1½)				
CIRCLING		AB	**700**-1	496	(500-1)	C	**700**-1½	496	(500-1½)
		D	**760**-2	556	(600-2)				

When local altimeter not received,use Fort Polk altimeter setting and increase all MDAs 60 feet, increase Category D circling MDA 40 feet.

GULFPORT, MS

AMDT. 6A, MAR 12, 2009 (FAA) ELEV **28**

GULFPORT-BILOXI INTL

RADAR- 124.6 254.25

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	32	ABC	**440**/40	412	(500-¾)	DE	**440**/50	412	(500-1)
	14	AB	**440**/24	413	(500-½)	C	**440**/40	413	(500-¾)
		DE	**440**/50	413	(500-1)				
CIRCLING		A	**500**-1	472	(500-1)	B	**660**-1	632	(700-1)
		C	**660**-1¾	632	(700-1¾)	D	**660**-2	632	(700-2)
		E	**820**-2¾	792	(800-2¾)				

Procedure not authorized when control tower closed.
For inoperative MALSR increase ASR S-14 CAT D visibility RVR to 6000 and CAT E to 1½ mile.
For inoperative MALSR increase ASR S-32 CATs A,B,C visibility to RVR 5000, CAT D to RVR 6000, and CAT E to 1½ mile.

JACKSON, MS

Amdt. 11B, MAY 11, 2006 (FAA) ELEV **346**

JACKSON-EVERS INTL

RADAR- 123.9 317.7

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	16R	AB	**740**-1	421	(500-1)	CD	**740**-1¼	421	(500-1¼)
		E	**740**-1½	421	(500-1½)				
	16L	AB	**740**/24	429	(500-½)	C	**740**/40	429	(500-¾)
		DE	**740**/50	429	(500-1)				
	34L	AB	**800**/24	472	(500-½)	C	**800**/40	472	(500-¾)
		D	**800**/50	472	(500-1)	E	**800**/60	472	(500-1¼)
	34R	AB	**820**/50	474	(500-1)	C	**820**/60	474	(500-1¼)
		D	**820**-1½	474	(500-1½)	E	**820**-1¾	474	(500-1¾)
CIRCLING		A	**840**-1	494	(500-1)	B	**880**-1	534	(600-1)
		C	**880**-1½	534	(600-1½)	D	**900**-2	554	(600-2)
		E	**940**-2	594	(600-2)				

Category E S-16L visibility increased ½ mile for inoperative ALSF-2.
Category E S-34L visibility increased ½ mile for inoperative MALSR.
Category E circling not authorized southwest of runway 16R-34L.
When control tower closed procedure NA.

JOE WILLIAMS NOLF (KNJW), MS (Moscow) (09351 USN)

ELEV **539**

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[1]	31	A	**1120**-1	581	(600-1)
		B	**1120**-1¼	581	(600-1¼)
		C	**1120**-1½	581	(600-1½)
		DE	**1120**-2	581	(600-2)
CIR[1]	All Rwy	A	**1120**-1	581	(600-1)
		B	**1120**-1¼	581	(600-1¼)
		C	**1120**-1½	581	(600-1½)
		D	**1120**-2	581	(600-2)
		E	**1160**-2¼	621	(700-2¼)

[1]Procedure NA at night.

LAFAYETTE, LA

Amdt. 9, MAR 15, 2007(FAA) ELEV **43**

LAFAYETTE RGNL

RADAR - 121.1 363.0

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	29	ABC	**400**-1	358	(400-1)	D	**400**-1¼	358	(400-1¼)
	4R	AB	**480**-1	440	(500-1)	C	**480**-1¼	440	(500-1¼)
		D	**480**-1½	440	(500-1½)				
	11	AB	**560**-1	518	(600-1)	C	**560**-1½	518	(600-1½)
		D	**560**-1¾	518	(600-1¾)				
CIRCLING		A	**560**-1	517	(600-1)	B	**580**-1	537	(600-1)
		C	**580**-1½	537	(600-1½)	D	**660**-2	617	(700-2)

LAKE CHARLES, LA

Amdt. 1A, NOV 25, 1999 (FAA) ELEV **17**

CHENNAULT INTL

RADAR - 119.8 282.3 ⚠NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	33	AB	**540**-1	523	(600-1)	C	**540**-1½	523	(600-1½)
		DE	**540**-1¾	523	(600-1¾)				
	15	AB	**560**-½	544	(600-½)	C	**560**-1	544	(600-1)
		D	**560**-1¼	544	(600-1¼)	E	**560**-1½	544	(600-1½)
CIRCLING		AB	**580**-1	563	(600-1)	C	**580**-1½	563	(600-1½)
		D	**580**-2	563	(600-2)	E	**880**-3	863	(900-3)
	LAKE CHARLES REGIONAL ALTIMETER SETTING MINIMUMS								
ASR	33	AB	**540**-1	523	(600-1)	C	**540**-1½	523	(600-1½)
		DE	**540**-1¾	523	(600-1¾)				
	15	AB	**580**-½	564	(600-½)	C	**580**-1	564	(600-1½)
		D	**580**-1¼	564	(600-1¼)	E	**580**-1½	564	(600-1½)
CIRCLING		AB	**600**-1	583	(600-1)	C	**600**-1½	583	(600-1½)
		D	**600**-2	583	(600-2)	E	**900**-3	883	(900-3)

When local altimeter setting not received, use Lake Charles Regional altimeter setting.
Procedure not available when Lake Charles Approach Control closed.
For inoperative MALSR, increase Category E visibilities ½ mile.

LAKE CHARLES, LA

Amdt. 5A, NOV 24, 2005 (FAA) ELEV **15**

LAKE CHARLES RGNL

RADAR - 119.35 353.75 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	ABC	**380**-1	366	(400-1)	D	**380**-1¼	366	(400-1¼)
	33	ABC	**380**-¾	368	(400-¾)	D	**380**-1¼	368	(400-1¼)
	23	AB	**440**-1	425	(500-1)	CD	**440**-1¼	425	(500-1¼)
	15	AB	**440**/24	428	(500-½)	C	**440**/40	428	(500-¾)
		D	**440**/50	428	(500-1)				
CIRCLING		A	**440**-1	425	(500-1)	B	**480**-1	465	(500-1)
		C	**480**-1½	465	(500-1½)	D	**580**-2	428	(500-2)

When control tower closed, procedure NA.

MERIDIAN NAS (KNMM), (Mc CAIN FIELD), MS (09295 USN) ELEV 316

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	19L[2]	3.0°/48/1124	ABCDE	416-¼	100	(100-¼)
	1L[3]	3.0°/35/764	ABCDE	453-½	200	(200-½)
	1R	3.0°/38/874	ABCDE	470-¾	200	(200-¾)
	19R	3.0°/37/881	ABCDE	494-¾	200	(200-¾)
PAR W/O GS[1]	19R		ABCDE	640-1¼	346	(400-1¼)
	1R		ABCDE	660-1¼	390	(400-1¼)
	19L[4]		AB	740-½	424	(500-½)
			CD	740-¾	424	(500-¾)
			E	740-1	424	(500-1)
	1L[5]		AB	760-¾	507	(500-¾)
			CD	760-1	507	(500-1)
			E	760-1¼	507	(500-1¼)
ASR	28		ABC	680-1	375	(400-1)
			DE	680-1¼	375	(400-1¼)
	19R		AB	700-1	406	(400-1)
			C	700-1¼	406	(400-1¼)
			DE	700-1½	406	(400-1½)
	1R		AB	700-1	430	(400-1)
			C	700-1¼	430	(400-1¼)
			DE	700-1½	430	(400-1½)
	19L[6]		AB	780-½	464	(500-½)
			C	780-¾	464	(500-¾)
			D	780-1	464	(500-1)
			E	780-1¼	464	(500-1¼)
	1L[7]		AB	760-½	507	(500-½)
			CD	760-1	507	(500-1)
			E	760-1¼	507	(500-1¼)
CIR	All Rwy[8]		AB	820-1	504	(600-1)
			C	820-1½	504	(600-1½)
			D	880-2	564	(600-2)
			E	1060-2¾	744	(800-2¾)

[1]No-NOTAM MP sked: PAR 1300-1700Z++Tue, PAR and PAR W/O GS apch not avbl dur this time. [2]When ALS inop, increase vis All CAT to ½ mile. [3]When ALS inop, increase vis All CAT to ¾ mile. [4]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [5]When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [7]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles. [8]When circling from PAR W/O GS Rwys 1L, 1R, 19R, increase vis CAT AB to 1¼ miles.

MONROE, LA

Amdt. 6A, June 12, 2003 (FAA) ELEV **79**

MONROE RGNL

RADAR - 126.9 388.0

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		ABCD	**480**-1	402	(500-1)				
	4		ABC	**560**/40	482	(500-¾)	D	**560**/50	482	(500-1)
CIRCLING			AB	**580**-1¼	501	(600-1¼)	C	**620**-1½	541	(600-1½)
			D	**640**-2	561	(600-2)				

NEW ORLEANS, LA

Amdt. 17A, JUN 5, 2008 (FAA) ELEV **4**

LOUIS ARMSTRONG NEW ORLEANS INTL

RADAR - 123.85 256.9, 125.5 350.35, 133.15 290.3

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	10		ABC	**340**/24	336	(400-½)	D	**340**/50	336	(400-1)
	28		ABC	**400**/40	397	(400-¾)	D	**400**/50	397	(400-1)
	19		ABCD	**420**/60	420	(500-1¼)				
	CIRCLING		AB	**520**-1¼	516	(600-1¼)	C	**520**-1½	516	(600-1½)
			D	**580**-2	576	(600-2)				

Rwy 10: Inoperative table does not apply to Category D.
Rwy 19: Inoperative table does not apply.
Rwy 28: For inoperative MALSR, increase Category D RVR to 6000.

NEW ORLEANS NAS JRB (KNBG), (ALVIN CALLENDER FLD) LA (09239 USN)

RADAR[1 2 13] **- (E)** 125.95 126.55 269.025 290.0 308.4 311.6 336.5 353.65 ▽ **ELEV 2**

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	4[3]	3.0°/51/973	ABCDE	99-¼	100	(100-¼)
	22[4]	3.0°/43/861	ABCDE	249-¾	250	(300-¾)
PAR W/O GS	4[5]		ABC	380-½	381	(400-½)
			DE	380-¾	381	(400-¾)
	22[6]		ABCDE	300-1	301	(400-1)
ASR	4[7]		AB	420-½	421	(500-½)
			CD	420-¾	421	(500-¾)
			E	420-1	421	(500-1)
	22[8]		AB	460-¾	461	(500-¾)
			C	460-1	461	(500-1)
			D	460-1¼	461	(500-1¼)
			E	460-1½	461	(500-1½)
	14		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
	32[9]		AB	440-1	438	(500-1)
			C	440-1¼	438	(500-1¼)
			DE	440-1½	438	(500-1½)
CIR[10 11 12]	All Rwy		AB	480-1	478	(500-1)
			C	500-1½	498	(500-1½)
			D	560-2	558	(600-2)
			E	640-2¼	638	(700-2¼)

NOTE: Rwy 32: Trees 35' AGL/32' MSL 675' from thld, 191' left of centerline.

[1]No-NOTAM preventive maint Mon 1300-1800Z++. [2]Outside of afld opr hr, civ acft transiting CL D airspace, ctc ATC on 123.8 for clnc. [3]When ALS inop, increase vis CAT ABCDE to ½ mile. [4]When ALS inop, increase vis Cat CDE to 1 mile. [5]When ALS inop, increase CAT ABC to 1 mile, CAT DE to 1¼ miles. [6]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [7]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [8]When ALS increase CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [9]Procedure NA at night. [10]CAT E circling NA NW of Rwy 4-22. [11]Night circling NA to Rwy 32. [12]When circling from PAR W/O GS Rwy 22, increase vis CAT AB to 1¼ miles. [13]GCA closed Tues, Wed, Thu from 1300-1500Z++ and 0100-0300Z++.

POLK AAF (KPOE), LA (FORT POLK) (Amdt 4, 03051 USA) ELEV 329

RADAR - (E) 123.7 261.3 ⚠NA Opr 1400-0600Z + + exc hol.

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	15	3.0°/34/741	ABCD	529-¾	200	(200-¾)
	33	3.0°/42/799	AB	579-½	256	(300-½)
			CD	579-¾	256	(300-¾)
ASR	33		AB	660-½	337	(400-½)
			CD	660-¾	337	(400-¾)
	15		AB	780-1	451	(500-1)
			C	780-1¼	451	(500-1¼)
			D	780-1½	451	(500-1½)
CIR	All Rwy		AB	820-1	491	(500-1)
			C	820-1½	491	(500-1½)
			D	880-2	551	(600-2)

SHREVEPORT, LA Amdt. 3A, JUL 31, 2000 (FAA) ELEV **258**

SHREVEPORT RGNL

RADAR - 119.9 335.55 ⚠

RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
CIRCLING		AB	**800**-1	542	(600-1)
		C	**800**-1½	542	(600-1½)
		D	**820**-2	562	(600-2)
		E	**1100**-3	842	(900-3)

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ABERDEEN/AMORY, MS

MONROE COUNTY

NOTE: **Rwy 18,** pole 460' from departure end of runway, 365' left of centerline, 25' AGL/254' MSL. Trees beginning 7' from departure end of runway, 61' left of centerline, up to 100' AGL/310' MSL. Trees beginning 839' from departure end of runway, 83' right of centerline, up to 116' AGL/316' MSL. **Rwy 36,** trees beginning 241' from departure end of runway, 490' left of centerline, up to 83' AGL/303' MSL. Trees beginning 27' from departure end of runway, 426' right of centerline, up to 92' AGL/312' MSL. Tree 3078' from departure end of runway, 276' right of centerline, 81' AGL/301' MSL.

ALEXANDRIA, LA

ALEXANDRIA INTL

NOTE: **Rwy 18,** multiple trees and bush beginning 897' from departure end of runway, 210' right of centerline, up to 83' AGL/173' MSL. Multiple trees and fence beginning 91' from departure end of runway, 326' left of centerline, up to 80' AGL/167' MSL. **Rwy 32,** multiple trees beginning 1537' from departure end of runway, 662' right ofcenterline, up to 80' AGL/162' MSL. **Rwy 36,** multiple trees beginning 1298' from departure end of runway, 25' left of centerline, up to 90' AGL/170' MSL. Multiple trees beginning 1340' from departure end of runway, 155' right of centerline, up to 90' AGL/169' MSL. Antenna, 5041' from departure end of runway, 793' left of centerline, 140' AGL/216' MSL.

NAME TAKE-OFF MINIMUMS

ALEXANDRIA, LA (CON'T)

ESLER RGNL

NOTE: **Rwy 8,** tree 1223' from departure end of runway, 928' right of centerline, 73' AGL/163' MSL. **Rwy 14,** tree 928' from departure end of runway, 606' left of centerline, 72' AGL/160' MSL. Tree 942' from departure end of runway, 642' right of centerline, 78' AGL/166' MSL. **Rwy 32,** tree 1959' from departure end of runway, 940' left of centerline, 111' AGL/223' MSL. Tree 1862' from departure end of runway, 812' right of centerline, 103' AGL/215' MSL.

BASTROP, LA

MOREHOUSE MEMORIAL

NOTE: **Rwy 34,** powerlines 1700' from departure end of runway, 70' AGL/214' MSL.

BATESVILLE, MS

PANOLA COUNTY

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1½ or std. w/ min. climb of 259' per NM to 500. **Rwy 19,** 200-1½ or std. w/ min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 008° to 800 before turning left. **Rwy 19,** climb heading 188° to 1000 before turning right.

NOTE: **Rwy 1,** multiple trees beginning 74' from departure end of runway, 97' left of centerline, up to 100' AGL/439' MSL. Multiple trees beginning 130' from departure end of runway, 52' right of centerline, up to 100' AGL/420' MSL. **Rwy 19,** pole and road with vehicle beginning 49' from departure end of runway, 499' left of centerline, up to 23' AGL/252' MSL. Terrain 17' from departure end of runway, 37' left of centerline, 263' MSL. Multiple trees beginning 452' from departure end of runway, 106' left of centerline, up to 100' AGL/409' MSL. Terrain 59' from departure end of runway, 210' right of centerline, 224' MSL. Multiple trees beginning 1236' from departure end of runway, 39' right of centerline, up to 100' AGL/399' MSL.

BATON ROUGE, LA

BATON ROUGE METROPOLITAN, RYAN FIELD

DEPARTURE PROCEDURE: **Rwys 22L/R,** climb runway heading to 2000 before turning left or comply with radar vectors.

NOTE: **Rwy 4L,** 97' AGL tree 1368' from departure end of runway, 778' left of centerline. **Rwy 13,** 82' AGL tree 1551' from departure end of runway, 838' left of centerline. **Rwy 22R,** 94' AGL antenna 1173' from departure end of runway, 740' right of centerline.

CAUTION: Unmarked balloon and cable to 15,000 in R-3807. **Rwy 4L,** 209°/51.4 NM, **Rwy 4R,** 209°/51.2. NM. **Rwy 13,** 209°/50.7 NM, **Rwy 31,** 208°/50.9 NM. **Rwy 22L,** 209°/50.6 NM, **Rwy 22R,** 209°/50.3 NM.

BOGALUSA, LA

GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 500-3 or std. with a min. climb of 255' per NM to 800.

NOTE: **Rwy 18,** numerous trees beginning 1463' from DER, 332' left of centerline up to 100' AGL/203' MSL. Numerous trees beginning 1272' from DER 360' right of centerline up to 100' AGL/200' MSL. Water tower 2734' from DER, 1046' left of centerline, 160' AGL/262' MSL. Smoke stack 9654' from DER, 2140' left of centerline, 250' AGL/357' MSL. **Rwy 36,** trees 486' from DER, 459' left of centerline, up to 100' AGL/217' MSL. Building 12' from DER, 305' right of centerline, 10' AGL/130' MSL.

BOONEVILLE/BALDWYN, MS

BOONEVILLE/BALDWYN

NOTE: **Rwy 15,** trees 1250' from departure end of runway, 100' right of centerline, 100' AGL/465' MSL. Trees 3847' from departure end of runway, 127' left of centerline, 100' AGL/519' MSL. **Rwy 33,** road and vehicle 8' from departure end of runway, 188' right of centerline, 15' AGL/394' MSL.

BROOKHAVEN, MS

BROOKHAVEN-LINCOLN COUNTY

TAKE-OFF MINIMUMS: **Rwy 22,** 500-1.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 900 before turning.

BUNKIE, LA

BUNKIE MUNI (2R6)

ORIG 09127 (FAA)

NOTE: **Rwy 18,** trees 1404' from DER, 506' right of centerline, 50' AGL/109' MSL. Vehicle on road 481' from DER, 28' right of centerline, 15' AGL/74' MSL.

CLARKSDALE, MS

FLETCHER FIELD (CKM)

ORIG 08269 (FAA)

NOTE: **Rwy 18,** building 476' from departure end of runway, 495' right of centerline 168' AGL/215' MSL. Vehicle 995' from departure end of runway, 502' left of centerline, 165' AGL/190' MSL. Trees beginning 5619' from departure end of runway, 630' left of centerline, 158' AGL/273' MSL. **Rwy 36,** trees beginning 2258' from departure end of runway, 220' left of centerline, 100' AGL/274' MSL.

CLEVELAND, MS

CLEVELAND MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 600 before turning.

COLUMBIA, MS

COLUMBIA-MARION COUNTY (0R0)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 234° to 800 before turning left.

NOTE: **Rwy 5,** trees beginning 175' from departure end of runway, 414' right of centerline, up to 100' AGL/379' MSL. **Rwy 23,** vehicle on road beginning 133' from departure end of runway, 46' right of centerline, 17' AGL/266' MSL. Tree and house beginning 227' from departure end of runway, 240' right of centerline, up to 100' AGL/349' MSL. Trees beginning 357' from departure end of runway, 273' left of centerline, up to 100' AGL/349' MSL.

COLUMBUS, MS

COLUMBUS-LOWNDES COUNTY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 350' per NM to 500. **Rwy 36,** 400-1 or std. with a min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 600 before turning.

COLUMBUS AFB (KCBM)

COLUMBUS, MS.....08353

All Rwys: Cross DER at least 35' AGL.

TAKE-OFF OBSTACLES: **Rwy 13C,** Trees 288' MSL/74' AGL 2967' from DER 1010' left of centerline. Trees 288' MSL/74' AGL 3005' from DER, 223' right of centerline. **Rwy 13R,** Ramp lights 273' MSL/69' AGL 2795' from DER, 766' right of centerline. **Rwy 31R,** Taxiing aircraft 199' MSL/ 14' AGL 80' from DER 472' left of centerline.

COLUMBUS/WESTPOINT/STARKVILLE, MS

GOLDEN TRIANGLE RGNL

NOTE: **Rwy 18,** tree 2025' from departure end of runway, 1019' left of centerline, 78' AGL/315' MSL. Tree 108' from departure end of runway, 295' right of centerline, 15' AGL/262' MSL. **Rwy 36,** tree 626' from departure end of runway, 579' right of centerline, 38' AGL/285' MSL. Tree 122' from departure end of runway, 268' left of centerline, 23' AGL/270' MSL. Tree 525' from departure end of runway, 592' right of centerline, 26' AGL/279' MSL.

CORINTH, MS

ROSCOE TURNER (CRX)

ORIG 08045 (FAA)

NOTE: **Rwy 18,** Vehicle on road 207' from departure end of runway, 481' right of centerline, 15' AGL/446' MSL. Trees 305' from departure end of runway, 451' left of centerline, up to 71' AGL/500' MSL. Trees 633' from departure end of runway, 505' right of centerline, up to 79' AGL/520' MSL. **Rwy 36,** Trees 1099' from departure end of runway, 766' right of centerline, up to 86' AGL/480' MSL. Trees 1645' from departure end of runway, 751' left of centerline, up to 86' AGL/480' MSL.

DE RIDDER, LA

BEAUREGARD RGNL (DRI)

AMDT 4 09127 (FAA)

NOTE: **Rwy 14,** trees 1673' from DER, 128' left of centerline, 100' AGL/309' MSL. **Rwy 18,** multiple trees beginning 53' from DER, 222' left of centerline, up to 30' AGL/220' MSL. Multiple trees beginning 152' from DER, 272' right of centerline, up to 73' AGL/263' MSL. **Rwy 32,** multiple trees and bushes beginning 129' from DER, 17' left of centerline, up to 68' AGL/248' MSL. Trees 299' from DER, 190' right of centerline, 26' AGL/216' MSL. **Rwy 36,** pole 563' from DER, 353' left of centerline, 38' AGL/238' MSL. Multiple trees beginning 634' from DER, 1' left of centerline, up to 113' AGL/313' MSL. Multiple trees beginning 557' from DER, 73' right of centerline, up to 99' AGL/299' MSL.

EUNICE, LA

EUNICE

TAKE-OFF MINIMUMS: **Rwy 16,** 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 280' per NM to 2400. **Rwy 34,** 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 220' per NM to 2400.

CAUTION: Unmarked balloon and cable to 15000 in R-3807. **Rwy 16,** 133°/56.1 NM. **Rwy 34,** 132°/55.4 NM.

GALLIANO, LA

SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

ORIG 08269 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 1258' from departure end of runway, 661' left of centerline, up to 45' AGL/56' MSL. Multiple trees beginning 127' from departure end of runway, 275' right of centerline, up to 45' AGL/53' MSL. **Rwy 36,** tree 14' from departure end of runway, 454' right of centerline, up to 35' AGL/45' MSL. Multiple trees beginning 1391' from departure end of runway, 449' right of centerline, up to 55' AGL/86' MSL. Multiple trees beginning 2288' from departure end of runway, 291' left of centerline, up to 55' AGL/97' MSL.

GONZALES, LA

LOUISIANA RGNL

TAKE-OFF MINIMUMS: **Rwy 35,** 400-2 or std. with a min. climb of 220' per NM to 400.

GREENVILLE, MS

MID DELTA RGNL

DEPARTURE PROCEDURE: **Rwys 18L,18R,** climb runway heading to 800 before turning.

NOTE: **Rwy 27,** 64' AGL tree 812' from departure end of runway, 392' left of centerline. 91' AGL tree, 2027' from departure end of runway, 460' right of centerline.

GREENWOOD, MS

GREENWOOD-LE FLORE

TAKE-OFF MINIMUMS: **Rwy 5,** 400-1 or std. with a min. climb of 270' per NM to 400.

GRENADA, MS

GRENADA MUNI

DEPARTURE PROCEDURE: **Rwys 4, 31,** climb to 700 before turning on course. **Rwys 13, 22,** climb to 800 before turning on course.

GULFPORT, MS

GULFPORT-BILOXI INTL (GPT)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. with a min. climb of 292' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 013° to 700 before proceeding on course.

NOTE: **Rwy 14,** tree 1931' from DER, 627' left of centerline, 71' AGL/90' MSL. Pole 3354' from DER, 1068' right of centerline, 85' AGL/115' MSL. **Rwy 18,** trees beginning 924' from DER, 354' right of centerline, up to 84' AGL/98' MSL. Trees beginning 1383' from DER, 165' left of centerline, up to 52' AGL/71' MSL. Antenna 5411' from DER, 1579' left of centerline, 165' AGL/172' MSL. **Rwy 32,** trees beginning 1586' from DER, left and right of centerline, up to 79' AGL/93' MSL. **Rwy 36,** trees beginning 1391' from DER, 327' right of centerline, up to 82' AGL/96' MSL. Trees beginning 1593' from DER, 348' left of centerline, up to 82' AGL/96' MSL. Crane 4592' from DER, 2673' right of centerline, 142' AGL/151' MSL.

HAMMOND, LA

HAMMOND NORTHSHORE RGNL

TAKE-OFF MINIMUMS: **Rwy 31,** 600-2 or std. with a min. climb rate of 210' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 800 prior to turning west.

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)
AMDT 1 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 309° to 900 before turning west.

NOTE: **Rwy 13,** numerous trees beginning 1184' from departure end of runway, 26' left of centerline, up to 111' AGL/251' MSL. Multiple trees beginning 2023' from departure end of runway, 49' right of centerline, up to 89' AGL/229'. **Rwy 31,** numerous trees beginning 189' from departure end of runway, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from departure end of runway, 69' right of centerline, up to 84' AGL/234' MSL.

HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL RGNL

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1000 before turning east.

NOTE: **Rwy 36,** 86' AGL tree 2117' from departure end of runway, 911' left of centerline.

HOLLY SPRINGS, MS

HOLLY SPRINGS-MARSHALL COUNTY

DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 800 before turning left.

HOMER, LA

HOMER MUNI (5F4)
ORIG 08157 (FAA)

NOTE: **Rwy 12,** road and vehicle 69' from departure end of runway, 280' left of centerline, 15' AGL/234' MSL, trees beginning 282' from departure end of runway, 419' right of centerline, up to 100' AGL/349' MSL. **Rwy 30,** trees beginning 443' from departure end of runway, 309' left of centerline, up to 100' AGL/319' MSL, road and vehicle 603' from departure end of runway, 217' right of centerline, 15' AGL/274' MSL, trees beginning 1180' from departure end of runway, 140' right of centerline, up to 100' AGL/359' MSL.

HOUMA, LA

HOUMA-TERREBONNE (HUM)
AMDT 5 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 30,** climb heading 304° to 600 before proceeding on course.

NOTE: **Rwy 12,** trees and equipment building beginning 86' from DER, 254' left of centerline, up to 40' AGL/44' MSL. Ground and tree beginning 220' from DER, 202' right of centerline, up to 29' AGL/33' MSL. **Rwy 18,** trees and poles beginning 923' from DER, 238' left of centerline, up to 100' AGL/109' MSL. Trees beginning 249' from DER, 345' right of centerline, up to 60' AGL/64' MSL. **Rwy 30,** trees beginning 802' from DER, 93' left of centerline, up to 60' AGL/64' MSL. Poles and road beginning 527' from DER, 427' right of centerline, up to 38' AGL/42' MSL. **Rwy 36,** antenna 1589' from DER, 882' left of centerline, 63' AGL/72' MSL. Trees beginning 2894' from DER, 971' right of centerline, up to 100' AGL/109' MSL.

INDIANOLA, MS

INDIANOLA MUNI

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 2200 before turning east. **Rwy 35,** climb runway heading to 700 before turning east.

JACKSON, MS

HAWKINS FIELD

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

DEPARTURE PROCEDURE: **Rwys 11, 34,** climb runway heading to 800 before making turn. **Rwy 16,** climb runway heading to 1300 before making right turn. **Rwy 29,** climb runway heading to 1200 before making left turn.

JACKSON-EVERS INTL

TAKE-OFF MINIMUMS: **Rwy 16R,** 300-1 or std. with a min. climb of 280' per NM to 700.

JENNINGS, LA

JENNINGS

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min climb of 352' per NM to 300. **Rwys 17,35,** NA.

NOTE: **Rwy 8,** multiple poles 1080' from departure end of runway, 260' left of centerline, 40' AGL/62' MSL. **Rwy 13,** tank 3428' from departure end of runway, 1072' right of centerline, 156' AGL/181' MSL. **Rwy 26,** trees 1080' from departure end of runway, 45' AGL/55' MSL. **Rwy 31,** fence 140' from departure end of runway, 15' AGL/32' MSL.

KEESLER AFB (KBIX)

BILOXI, MS 09211

TAKE-OFF OBSTACLES: **Rwy 3:** Trees 977' from DER, 764' right of centerline, 62' AGL/70' MSL. Terrain 222' right of centerline, 19' MSL. **Rwy 21:** Trees 1903' from DER, 669' right of centerline, 71' AGL/102' MSL. Trees 1803' from DER, 658' left of centerline, 43' AGL/70' MSL. Multiple power poles 2670' from DER, 893' left of centerline, 65' AGL/109' MSL. Multiple power poles 3514' from DER, 119' right of centerline, 65' AGL/115' MSL Terrain 6' from DER, 500' left of centerline 23' MSL.

KOSCIUSKO, MS

KOSCIUSKO-ATTALA COUNTY

NOTE: **Rwy 14,** trees 1054' from departure end of runway, 503' left of centerline, 100' AGL/559' MSL. Trees 1172' from departure end of runway, 555' right of centerline, 100' AGL/559' MSL. Terrain 18' from depature end of runway, 91' right of centerline, 473' MSL. Terrain 68' from departure end of runway, 485' right of centerline, 473' MSL. **Rwy 32,** trees 1676' from departure end of runway, 288' right of centerline, 100' AGL/619' MSL. Trees 1341' from departure end of runway, 231' left of centerline, 100' AGL/609' MSL. Terrain 129' from departure end of runway, 139' right of centerline, 502' MSL. Terrain 182' from departure end of runway, 532' right of centerline, 493' MSL. Terrain 352' from departure end of runway, 344' right of centerline, 496' MSL. Terrain 79' from departure end of runway, 254' left of centerline, 486' MSL. Terrain 525' from departure end of runway, 156' right of centerline, 496' MSL. Terrain 302' from departure end of runway, 49' left of centerline, 489' MSL.

LAFAYETTE, LA

LAFAYETTE RGNL (LFT)

AMDT 1A 08325 (FAA)

TAKE-OFF MINIMUMS: **CAUTION:** Unmarked balloon and cable to 15000' MSL in R-3807. **Rwy 4L,** 141/29NM, **Rwy 4R,** 140/28.8 NM, **Rwy 11,** 141/29.5 NM, **Rwy 22L,** 143/29.2 NM, **Rwy 22R,** 142/29.2 NM, **Rwy 29,** 142/28.8 NM.

NOTE: **Rwy 4L,** fence beginning 2506' from departure end of runway, 682' left of centerline, up to 121' AGL/163' MSL. Multiple trees beginning 671' from departure end of runway, 307' left of centerline, up to 57' AGL/87' MSL.Obstruction light on windsock 155' from departure end of runway, 251' right of centerline, 38' AGL/58' MSL. **Rwy 4R,** multiple trees beginning 776' from departure end of runway, 111' left of centerline, up to 60' AGL/79' MSL. Multiple trees beginning 29' from departure end of runway, 269' right of centerline, up to 84' AGL/103' MSL. **Rwy 11,** multiple trees beginning 553' from departure end of runway 128' left of centerline, up to 81' AGL/91' MSL. Multiple trees beginning 523' from departure end of runway, 28' right of centerline, 72' AGL/82' MSL. **Rwy 22L,** multiple trees beginning 2392' from departure end of runway, 4' left of centerline, up to 75' AGL/114' MSL. Multiple trees beginning 1853' from departure end of runway, 247' right of centerline, up to 96' AGL/135' MSL. **Rwy 22R,** tower 2545' from departure end of runway, 26' left of centerline, 104' AGL/142' MSL. Multiple trees, buildings, obstruction lights and antenna beginning 153' from departure end of runway, 270' right of centerline, up to103' AGL/142' MSL. **Rwy 29,** multiple trees, towers and pole beginning 925' from departure end of runway, 5' left of centerline, up to 110' AGL/150' MSL. Multiple trees, towers, poles and obstruction light on antenna beginning 99' from departure end of runway, 70' right of centerline, up to 130' AGL/165' MSL.

LAKE PROVIDENCE, LA

BYERLEY

NOTE: **Rwy 17,** tower 4466' from departure end of runway, 1602' right of centerline, 150' AGL/257' MSL.

LAUREL, MS

HESLER-NOBLE FIELD

DEPARTURE PROCEDURE: **Rwy 13,** climb runway heading to 500 before turning.

LEXINGTON, MS

C. A. MOORE

DEPARTURE PROCEDURE: **Rwy 19,** climb runway heading to 1000 before turning.

LOUISVILLE, MS

LOUISVILLE- WINSTON COUNTY (LMS)

AMDT 2A 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 400' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1100 before turning left.

NOTE: **Rwy 17,** tower 1.7 NM from departure end of runway, 2209 left of centerline, 410' AGL/950' MSL.

MADISON, MS

BRUCE CAMPBELL FIELD

TAKE-OFF MINIMUMS: **Rwy 35,** 200-1.

MANY, LA

HART (3R4)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 600-3 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 117° to 1100 before proceeding on course.

NOTE: **Rwy 12,** trees beginning 1' from departure end of runway, 594' left to 598' right of centerline, up to 100' AGL/385' MSL. Powerline/poles beginning 1198' from departure end of runway, 309' right of centerline, up to 58' AGL/354' MSL. **Rwy 30,** trees beginning 74' from departure end of runway, 781' left to 509' right of centerline, up to 100' AGL/391' MSL. Powerline/pole 484' from departure end of runway, 318' right of centerline, 62' AGL/358' MSL.

MARKS, MS

SELFS

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 700 before turning right.

MCCOMB, MS

MCCOMB/PIKE COUNTY/JOHN E. LEWIS FIELD (MCB)

ORIG 09183 (FAA)

NOTE: **Rwy 15,** trees beginning 89' from departure end of runway, 91' right of centerline, up to 100' AGL/509' MSL. Trees beginning 476' from departure end of runway, 83' left of centerline, up to 100' AGL/475' MSL. **Rwy 33,** tree 1440' from departure end of runway, 49' left of centerline, 59' AGL/488' MSL.

MERIDIAN, MS

KEY FIELD

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. w/ a min. climb of 290' per NM to 600. **Rwy 22,** 300-1½ or std. w/ a min. climb of 280' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 4,** climb via heading 043° to 1100 before turning south.

NOTE: **Rwy 1,** antenna, vent on tank, and numerous trees beginning 323' from departure end of runway, 98' right of centerline, up to 100' AGL/463' MSL. Interstate road and numerous trees beginning 1196' from departure end of runway, 1' left of centerline, up to 100' AGL/403' MSL. **Rwy 4,** stack, tree and numerous light poles beginning 406' from departure end of runway, 278' right of centerline, up to 133' AGL/433' MSL. Fence, railing on tank, and light pole beginning 34' from departure end of runway, 253' left of centerline, up to 35' AGL/330' MSL. **Rwy 19,** antenna and tree beginning 482' from departure end of runway, 570' left of centerline, up to 100' AGL/395' MSL. Tree 1894' from departure end of runway, 934' right of centerline, 100' AGL/380' MSL. **Rwy 22,** numerous trees beginning 1621' from departure end of runway, 304' right of centerline, up to 100' AGL/529' MSL. Numerous trees beginning 2479' from departure end of runway, 30' left of centerline, up to 100' AGL/457' MSL.

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

MERIDIAN, MS 09295

Rwy 1R, 600-1½*
Rwy 19R, 600-2**
* Or standard with a minimum civil climb of 215 ft/NM to 600, minimum military climb of 210 ft/NM to 600.
** Or standard with minimum climb of 210 ft/NM to 600.

TAKE-OFF OBSTACLES: **Rwy 1R:** Multiple trees 95' AGL/399' MSL, 2708' from DER, 1137' left of centerline. Multiple trees 95' AGL/399' MSL, 3147' from DER, 950' left of centerline. Multiple trees 75' AGL/474' MSL, 6025' from DER, 2057' left of centerline. Multiple trees 75' AGL/499' MSL, 6896' from DER, 2315' left of centerline. **Rwy 19L:** Trees 95' AGL/414' MSL, 4831' from DER, 875' left of centerline. **Rwy 19R:** Trees 100' AGL/499' MSL, 9429' from DER, 1203' right of centerline. **Rwy 10:** Terrain 399' MSL, 1344' from DER, 253' right of centerline. Multiple trees 90' AGL/399' MSL, 3235' from DER, 371' right of centerline. Multiple trees 85' AGL/424' MSL, 3692' from DER, 458' left of centerline.

MONROE, LA

MONROE RGNL

DEPARTURE PROCEDURE: **Rwy 22,** climb via heading 222° to 900 before turning west. **Rwy 32,** climb via heading 317° to 900 before turning west. **Rwy 36,** climb via heading 357° to 900 before turning west.

NOTE: **Rwy 4,** tree 3535' from departure end of runway, 1136' left of centerline, 98' AGL/177' MSL. Tree 995' from departure end of runway, 726' left of centerline, 66' AGL/142' MSL. Tree 2423' from departure end of runway, 903' right of centerline, 65' AGL/141' MSL. Tree 1765' from departure end of runway, 773' right of centerline, 44' AGL/120' MSL. **Rwy 14,** tree 1409' from departure end of runway, 770' left of centerline, 96' AGL/162' MSL. **Rwy 18,** tree 1614' from departure end of runway, 242' right of centerline, 68' AGL/137' MSL. Tree 1649' from departure end of runway, 45' right of centerline, 71' AGL/140' MSL. Tree 1659' from departure end of runway, 112' left of centerline, 77' AGL/146' MSL. Tree 1696' from departure end of runway, 619' left of centerline, 72' AGL/138' MSL. Tree 2149' from departure end of runway, 102' right of centerline, 76' AGL/145' MSL. **Rwy 22,** sign 99' from departure end of runway 459' right of centerline, 14' AGL/83' MSL. Tree 2613' from departure end of runway, 1052' right of centerline, 104' AGL/170' MSL. **Rwy 32,** tree 2361' from departure end of runway, 7' left of centerline, 77' AGL/160' MSL. Tree 1781' from departure end of runway, 342' right of centerline, 66' AGL/149' MSL. Tree 1709' from departure end of runway, 302' right of centerline, 78' AGL/161' MSL. Tree 2103' from departure end of runway, 325' left of centerline, 73' AGL/156' MSL. Light pole 384' from departure end of runway, 491' left of centerline, 18' AGL/97' MSL. **Rwy 36,** antenna 3728' from departure end of runway, 599' right of centerline, 107' AGL/190' MSL. Tower 3526' from departure end of runway, 478' right of centerline, 100' AGL/179' MSL. Tree 2756' from deprture end of runway, 129' right of centerline, 68' AGL/151' MSL.

NATCHEZ, MS

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)
ORIG 07354 (FAA)

NOTE: **Rwy 13,** multiple trees beginning 1445' from departure end of runway, 226' left of centerline, up to 101' AGL/380' MSL. Multiple trees beginning 17' from departure end of runway, 301' right of centerline, up to 99' AGL/334' MSL. **Rwy 18,** multiple trees beginning 1060' from departure end of runway, 162' left of centerline, up to 93' AGL/372' MSL. Multiple trees beginning 788' from departure end of runway, 374' right of centerline, up to 90' AGL/369' MSL. **Rwy 31,** multiple trees beginning 1320' from departure end of runway, 736' left of centerline, up to 105' AGL/364' MSL. Trees 2129' from departure end of runway, 813' right of centerline, 81' AGL/340' MSL. **Rwy 36,** multiple trees beginning 935' from departure end of runway, 327' left of centerline, up to 47' AGL/306' MSL. Trees 473' from departure end of runway, 517' right of centerline, 79' AGL/338' MSL.

NATCHITOCHES, LA

NATCHITOCHES RGNL (IER)
AMDT 6 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1¾ or std. with a min. climb of 336' per NM to600.

NOTE: **Rwy 17,** building, pole, and trees beginning 90' from DER, 359' right of centerline, up to 83' AGL/204' MSL. **Rwy 25,** tower 1.29 NM from DER, 633' right of centerline, 205' AGL/385' MSL. **Rwy 35,** light pole 1975' from DER, 418' right of centerline, 75' AGL/180' MSL. Trees beginning 1007' from DER, 311' right of centerline, up to 72' AGL/188' MSL.

NEW ALBANY, MS

NEW ALBANY-UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 18,** std. w/ min. climb of 245' per NM to 900, or 500-2¼ w/ min. climb of 207' per NM to 1000, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway, or 800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** for climb in visual conditions: Cross New Albany-Union County airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18,** multiple trees beginning 146' from departure end of runway, 158' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 387' from departure end of runway, 565' right of centerline, up to 100' AGL/499' MSL. **Rwy 36,** multiple trees beginning 467' from departure end of runway, 524' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 2000' from departure end of runway, on centerline, up to 100' AGL/546' MSL.

NEW IBERIA, LA

ACADIANA RGNL

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable up to 15000' in R-3807. **Rwy 16,** 138/17.2 NM. **Rwy 34,** 136/17.2 NM.

NOTE: **Rwy 16,** trees 41' from departure end of runway, 497' right of centerline, 12' AGL/32' MSL.

NEW ORLEANS, LA

LAKEFRONT

DEPARTURE PROCEDURE: **Rwys 18L/R,** climb to 1500 before turning left or comply with RADAR vectors. **Rwy 9,** climb to 1500 before turning right, or comply with RADAR vectors.

NEW ORLEANS, LA (CON'T)

LOUIS ARMSTRONG NEW ORLEANS INTL

NOTE: **Rwy1,** multiple vehicles on roads beginning 3' from departure end of runway, 437' right of centerline, up to 26' AGL/28' MSL. Multiple trees beginning 493' from departure end of runway, 542' right of centerline, up to 38' AGL/40' MSL. Multiple poles beginning 831' from departure end of runway, 583' left of centerline, up to 34' AGL/36' MSL. Multiple signs beginning 906' from departure end of runway, 235' right of centerline, up to 49' AGL/51' MSL. Multiple buildings beginning 1369' from departure end of runway, 679' right of centerline, up to 48' AGL/50' MSL. Multiple trees beginning 1555' from departure end of runway, 574' left of centerline up to 45'AGL/47' MSL. Antenna 1888' from departure end of runway, 692' right of centerline, 49' AGL/51' MSL. Obstruction light 1822' from departure end of runway, 834' right of centerline, 64' AGL/66' MSL. Crane 2412' from departure end of runway, 487' left of centerline, 81' AGL/83' MSL. **Rwy 6,** multiple trees beginning 727' from departure end of runway, 314' right of centerline, up to 62' AGL/63' MSL. Multiple trees beginning 1883' from departure end of runway, 717' left of centerline, up to 58' AGL/59' MSL. Building 2887' from departure end of runway, 553' right of centerline, 105' AGL/105' MSL. **Rwy 10,** obstruction light 623' from departure end of runway, 620' right of centerline, 21' AGL/25' MSL. Pole 936' from departure end of runway, 663' right of centerline, 25' AGL/29' MSL. Multiple trees beginning 1051' from departure end of runway, 37' left of centerline, up to 96' AGL/100' MSL. Multiple trees beginnig 1919' from departure end of runway, 157' right of centerline, up to 81' AGL/85' MSL. **Rwy 19,** vehicle on road 201' from departure end of runway, 458' left of centerline, 29' AGL/30' MSL. Sign 708' from departure end of runway, 688' left of centerline, 38' AGL/39' MSL. Rod on building 664' from departure end of runway, 249' left of centerline, 23' AGL/24' MSL. Pole 1124' from departure end of runway, 635' left of centerline, 31' AGL/32' MSL. Multiple poles beginning 1358' from departure end of runway, 420' right of centerline, up to 46' AGL/47' MSL. Tree 2057' from departure end of runway, 881' left of centerline, 67' AGL/68' MSL. Multiple trees beginning 2604' from departure end of runway, 622' right of centerline, up to 85' AGL/86' MSL. Ship 4166' from departure end of runway, on centerline, 152' AGL/153' MSL. **Rwy 24,** obstruction light 2973' from departure end of runway, 415' left of centerline, 89' AGL/89' MSL. **Rwy 28,** tree 1265' from departure end of runway, 748' left of centerline, 58' AGL/59' MSL. Multiple trees beginning 1541' from departure end of runway, 550' right of centerline, up to 65' AGL/66' MSL.

NEW ORLEANS NAS JRB(ALVIN CALLENDER FLD) (KNBG)

NEW ORLEANS, LA. 09239

DEPARTURE PROCEDURE: **Rwy 4,** Diverse departures authorized 044° CW 224°. Right turn to departure heading only. **Rwy 22,** Diverse departures authorized 044° CW 314°. **Rwy 32,** Diverse departures authorized 140° CW 320° left turn to departure heading only.

TAKE-OFF OBSTACLES: **Rwy 4:** Building 304' from DER, 568' right of centerline, 39' AGL/38' MSL. **Rwy 14:** Trees 729' from DER, 246' right of centerline, 33' AGL/32' MSL. Crane 3808' from DER, 1061' right of centerline, 181' AGL/180' MSL. Mississippi River shipping channel, starting 6042' from DER, vessels up to 180' MSL. **Rwy 32:** Intercoastal waterway shipping channel, starting 5859' from DER, vessels up to 160' MSL. Crane 6091' from DER, 1317' right of centerline, 172' MSL.

NEW ROADS, LA

FALSE RIVER RGNL (HZR)
ORIG 08157 (FAA)

NOTE: **Rwy 36,** fence 97' from departure end of runway, 248' right of centerline, 5' AGL/44' MSL. Pole 1263' from departure end of runway, 215' left of centerline, 45' AGL/84' MSL. Trees beginning 1268' from departure end of runway, 127' right of centerline, up to 110' AGL/159' MSL. Trees beginning 2436' from departure end of runway, 26' left of centerline, up to 127' AGL/176' MSL. **Rwy 18,** road beginning 86' from departure end of runway, 398' right of centerline, up to 15' AGL/49' MSL. Fence 220' from departure end of runway, 362' right of centerline, 6' AGL/39' MSL.

OAKDALE, LA

ALLEN PARISH

NOTE: **Rwy 18,** trees 400' from departure end of runway, 260' left of centerline, 30' AGL/134' MSL. **Rwy 36,** trees 1300' from departure end of runway, on centerline, 50' AGL/159' MSL.

OKOLONA, MS

OKOLONA MUNI-RICHARD STOVALL FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 800 before turning westbound.

OLIVE BRANCH, MS

OLIVE BRANCH

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 800 before turning east.

OPELOUSAS, LA

ST. LANDRY PARISH-AHART FIELD

TAKE-OFF MINIMUMS: **Rwy 18,** 200-1 or std. with a min. climb of 236' per NM to 400.

NOTE: **Rwy 18,** tower 6060' from departure end of runway, 896' left of centerline, 209' AGL/270' MSL.

OXFORD, MS

UNIVERSITY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 900 before turning.

PASCAGOULA, MS

TRENT LOTT INTL

TAKE-OFF MINIMUMS: **Rwy 17,** 200-1¼ or std. w/ min. climb of 226' per NM to 400, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 17,** multiple trees beginning 1622' from departure end of runway, 46' left of centerline, up to 58' AGL/67' MSL. Tree 2298' from departure end of runway, 77' right of centerline, 71' AGL/80' MSL. Transmission tower 3912' from departure end of runway, 1412' left of centerline, 112' AGL/121' MSL. Obstruction light on sign 5396' from departure end of runway, 1137' right of centerline, 159' AGL/170' MSL. **Rwy 35,** tree 2998' from departure end of runway, 1163' right of centerline, 79' AGL/93' MSL.

PATTERSON, LA

HARRY P. WILLIAMS MEMORIAL

TAKE-OFF MINIMUMS: **CAUTION:** unmarked balloon and cable to 15000 in R-3807. **Rwy 6,** 290°/17.6 NM. **Rwy 24,** 287°/18.2 NM.

NOTE: **Rwy 24,** tree 1262' from departure end of runway, 452' right of centerline, 95' AGL/102' MSL.

PHILADELPHIA, MS

PHILADELPHIA MUNI (MPE)
AMDT 2 09295

NOTE: **Rwy 18,** trees beginning 35' from DER, 58' left of centerline and 276' right of centerline, up to 100' AGL/585' MSL. **Rwy 36,** trees beginning 184' from DER, 370' right of centerline, up to 75' AGL/494' MSL. Trees beginning 2500' from DER, 51' right of centerline 136' AGL/535' MSL.

PICAYUNE, MS

PICAYUNE MUNI (MJD)
ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 800 before proceeding on course.

NOTE: **Rwy 18,** trees and bushes beginning 76' from departure end of runway, 18' left of centerline, up to 20' AGL/69' MSL. Trees and bushes beginning 211' from departure end of runway, 182' right of centerline, up to 28' AGL/77' MSL. **Rwy 36,** pole, trees, and bushes beginning 969' from departure end of runway, 183' left of centerline, up to 94' AGL/144' MSL. Pole, bush, and trees beginning 63' from departure end of runway, 74' right of centerline, up to 97' AGL/143' MSL.

PRENTISS, MS

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

ORIG 08269 (FAA)

NOTE: **Rwy 12,** poles and trees beginning 168' from departure end of runway, 256' left of centerline, up to 85' AGL/544' MSL. Trees beginning 231' from departure end of runway, 264' right of centerline, up to 72' AGL/511' MSL. **Rwy 30,** vehicle on road and trees beginning 91' from departure end of runway, 110' left of centerline, up to 64' AGL/513' MSL. Trees beginning 673' from departure end of runway, 360' right of centerline, up to 81' AGL/530' MSL.

RAYMOND, MS

JOHN BELL WILLIAMS (M16)

AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 240' per NM to 2600, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 121° to 2600 before proceeding on course, or for climb in visual conditions, cross John Bell Williams airport at or above 2400 before proceeding on course. **Rwy 30,** climb via heading 301° to 2000 before proceeding on course.

NOTE: **Rwy 12,** trees beginning 226' from departure end of runway, 359' right of centerline, up to 100' AGL/359' MSL. Trees beginning 641' from departure end of runway, 432' left of centerline, up to 100' AGL/359' MSL. Trees left and right of centerline beginning 1259' from departure end of runway, up to 100' AGL/359' MSL. **Rwy 30,** pole 1523' from departure end of runway, 534' right of centerline, 57' AGL/287' MSL.

RAYVILLE, LA

JOHN H HOOKS JR MEMORIAL (M79)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-Environmental.

NOTE: **Rwy 18,** building 104' from DER, 364' right of centerline, 22' AGL/101' MSL. Trees beginning 442' from DER, 230' left of centerline, up to 100' AGL/174' MSL. Trees beginning 1874' from DER, 972' right of centerline, up to 100' AGL/146' MSL. **Rwy 36,** trees beginning 20' from DER, 328' right of centerline, up to 100' AGL/156' MSL. Trees beginning 900' from DER, 300' left of centerline, up to 100' AGL/156' MSL. Trees beginning 1973' from DER, from left to right of centerline, up to 100' AGL/178' MSL.

RESERVE, LA

ST JOHN THE BAPTIST PARISH (1L0)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¾ or std. w/ min. climb of 230' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1400 before turning right.

NOTE: **Rwy 17,** Tower 2012' from DER, 648' right of centerline, 115' AGL/124' MSL. Tower 2116' from DER, 783' right of centerline, 104' AGL/115' MSL. Elevator 1.5 NM from DER, 117' right of centerline, 250' AGL/265' MSL. **Rwy 35,** trees beginning 1' from DER, 401' left of centerline, up to 100' AGL/104' MSL. Trees beginning 1503' from DER, 705' left of centerline, up to 88' AGL/92' MSL. Trees beginning 1' from DER, 404' right of centerline, up to 100' AGL/104' MSL. Trees beginning 194' from DER, 62' right of centerline, up to 87' AGL/91' MSL.

RIPLEY, MS

RIPLEY

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¾ or std. w/ min. climb of 233' per NM to 800, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 21,** climb heading 213° to 1100 before turning left.

NOTE: **Rwy 3,** multiple trees beginning 774' from departure end of runway, 189' left of centerline, up to 100' AGL/569' MSL. Multiple trees beginning 1485' from departure end of runway, 331' left of centerline, up to 100' AGL/576' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 1852' right of centerline, up to 100' AGL/689' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 9' left of centerline, up to 100' AGL/669' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 2100' right of centerline, up to 100' AGL/699' MSL. **Rwy 21,** multiple trees beginning 198' from departure end of runway, 189' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 333' from departure end of runway, 307' right of centerline, up to 100' AGL/519' MSL.

SHREVEPORT, LA

SHREVEPORT DOWNTOWN

DEPARTURE PROCEDURE: **Rwys 5,14,23**, maintain runway heading until 600 prior to turning.

SHREVEPORT RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ a min. climb of 233' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** for climb in visual conditions cross Shreveport Rgnl Airport at or above 1000 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1711' from departure end of runway, 435' right of centerline, up to 80' AGL/299' MSL. Tree 1985' from departure end of runway, 475' left of centerline, 60' AGL/279' MSL. **Rwy 23,** terrain 110' from departure end of runway, 471' right of centerline, 240' MSL. Multiple trees beginning 3685' from departure end of runway, 319' right of centerline, up to 80' AGL/344' MSL. Multiple trees beginning 2123' from departure end of runway, 187' left of centerline, up to 97' AGL/357' MSL. **Rwy 14,** multiple poles, antennas, and trees beginning 458' from departure end of runway, 205' right of centerline, up to 32' AGL/254' MSL. Multiple poles, trees, and railroad beginning 886' from departure end of runway, 9' left of centerline, up to 100' AGL/346' MSL.

STARKVILLE, MS

GEORGE M. BRYAN

NOTE: **Rwy 18,** multiple trees beginning 52' from departure end of runway,395' right of centerline up to 79' AGL/378' MSL. Trees 1037' from departure end of runway, 463' left of centerline, 45' AGL/365' MSL. Tower 5406' from departure end of runway, 402' left of centerline, 165' AGL/464' MSL. **Rwy 36,** windsock and trees beginning 24' from departure end of runway, 340' right of centerline up to 110' AGL/429' MSL. Trees 170' from departure end of runway, 323' left of centerline, 67' AGL/376' MSL.

STARKVILLE, MS (CON'T)

OKITIBBEHA (M51)
ORIG 09267 (FAA)

NOTE: **Rwy 13,** trees 117' from DER, 199' right of centerline, up to 100' AGL/359' MSL. Trees 207' from DER, 103' left of centerline, up to 100' AGL/359' MSL. Vehicle on road 28' from DER, on centerline, 15' AGL/ 265' MSL. **Rwy 18,** trees beginning 76' from DER, left and right of centerline, up to 100' AGL/379' MSL. **Rwy 31,** trees beginning 123' from DER, 372' left of centerline, up to 100' AGL/369' MSL. Trees beginning 378' from DER, right and left of centerline, up to 100' AGL/369' MSL.

Rwy 36, trees beginning 242' from DER, 466' right of centerline, up to 100' AGL/359' MSL. Trees beginning 1190' from DER, left and right of centerline, up to 100' AGL/349' MSL.

SULPHUR, LA

SOUTHLAND FIELD (UXL)
ORIG 09071 (FAA)

NOTE: **Rwy 15,** numerous trees and poles beginning 200' from DER, left and right of centerline, up to 63' AGL/72' MSL. Tree 862' from DER, 494' right of centerline, 100' AGL/114' MSL. **Rwy 33,** numerous trees and poles beginning 64' from DER, left and right of centerline, up to 38' AGL/47' MSL. Tree 1849' from DER, 647' left of centerline, 100' AGL/114' MSL.

TALLULAH, LA

VICKSBURG TALLULAH RGNL

NOTE: **Rwys 18, 36** cross departure end of runway at or above 35' AGL/121' MSL. **Rwy 18,** tree 1610' from departure end of runway, 922' left of centerline, 120' AGL/203' MSL.

TUNICA, MS

TUNICA MUNI (UTA)
AMDT 1 09267 (FAA)

NOTE: **Rwy 17,** trees beginning 523' from DER, 365' left of centerline, 100' AGL/294' MSL, trees beginning 913' from DER, 183' right of centerline, 100' AGL/294' MSL. **Rwy 35,** trees beginning 1211' from DER, 803' right of centerline, 79' AGL/267' MSL.

VICKSBURG, MS

VICKSBURG MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** 600-2¾ or std. w/ min. climb of 354' per NM to 900. **Rwy 19,** 300-2 or std. w/ a min. climb of 224' per NM to 500, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 1,** trees beginning 1032' from departure end of runway, 316' left of centerline, up to 100' AGL/199' MSL. Stack 2.21 NM from departure end of runway, 2838' left of centerline, 594' AGL/699' MSL. Trees beginning 6387' from departure end of runway, 2174' right of centerline, up to 100' AGL/319' MSL. **Rwy 19,** tower 1.6 NM from departure end of runway, 2749' right of centerline, 108' AGL/366' MSL.

VIVIAN, LA

VIVIAN (3F4)
AMDT 2 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¼ or std. w/ min. climb of 303' per NM to 600. **Rwy 27,** 300-2 or std. w/ min. climb of 203' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1900 before turning left. **Rwy 27,** climb heading 268° to 1900 before turning right.

NOTE: **Rwy 9,** tower 2476' from DER, 803' left of centerline, 100' AGL/360' MSL. Tank 1 NM from DER, 375' left of centerline, 162' AGL/432' MSL. Vehicle and road, crossing southwest to northeast beginning 1271' from DER, 645' right of centerline, 15' AGL/294' MSL. **Rwy 27,** vehicle and road 204' from DER, 495' right of centerline, 15' AGL/274' MSL.

WEST POINT, MS

MCCHAREN FIELD

TAKE-OFF MINIMUMS: **Rwy 36,** 400-1 ¾ or std. with a min. climb of 360' per NM to 800.

NOTE: **Rwy 18,** numerous trees beginning 1' from departure end of runway, 250' left of centerline, up to 100' AGL/309' MSL. Terrain beginning 146' from departure end of runway, 22' left of centerline, up to 207' MSL. Fence 200' from departure end of runway, on centerline, up to 4' AGL/213' MSL. Terrain 151' from departure end of runway, 232' right of centerline, 207' MSL. Numerous trees beginning 913' from departure end of runway, 744' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 268' from departure end of runway, on centerline, 10' AGL/219' MSL. **Rwy 36,** railroad track beginning 50' from departure end of runway, on centerline, 23'AGL/ 232'MSL. Terrain 243' from departure end of runway, 262' left of centerline, 214'MSL. Numerous trees beginning 1287' from departure end of runway, 299' left of centerline, up to 100' AGL/349' MSL. Tree 2016' from departure end of runway, 138' right of centerline, 100' AGL/319' MSL. Tower 1.4 NM from departure end of runway, 1398' right of centerline, 348' AGL/587' MSL. Tower 1.5 NM from departure end of runway, 1365' right of centerline, 305' AGL/547' MSL.

WINNFIELD, LA

DAVID G. JOYCE (0R5)
ORIG 09351 (FAA)

NOTE: **Rwy 9,** trees beginning 202' from DER, 330' right of centerline, 100' AGL/219' MSL, trees beginning 187' from DER, 256' left of centerline, 100' AGL/219' MSL. **Rwy 27,** trees beginning 192' from DER, 426' right of centerline, 100' AGL/259' MSL, trees beginning 3440' from DER, 1392' left of centerline, 100' AGL/289' MSL.

WINONA, MS

WINONA-MONTGOMERY COUNTY (ONA)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 400-2¾ or std. w/ min. climb of 215' per NM to 900. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 3,** Climb heading 030° to 1000 before turning west.

NOTE: **Rwy 21,** Tower 2.1 NM from departure end of runway, 2789' right of centerline, 350' AGL/703' MSL.

APP CRS	Rwy ldg	5000
157°	TDZE	15
	Apt Elev	15

RNAV (GPS) RWY 15

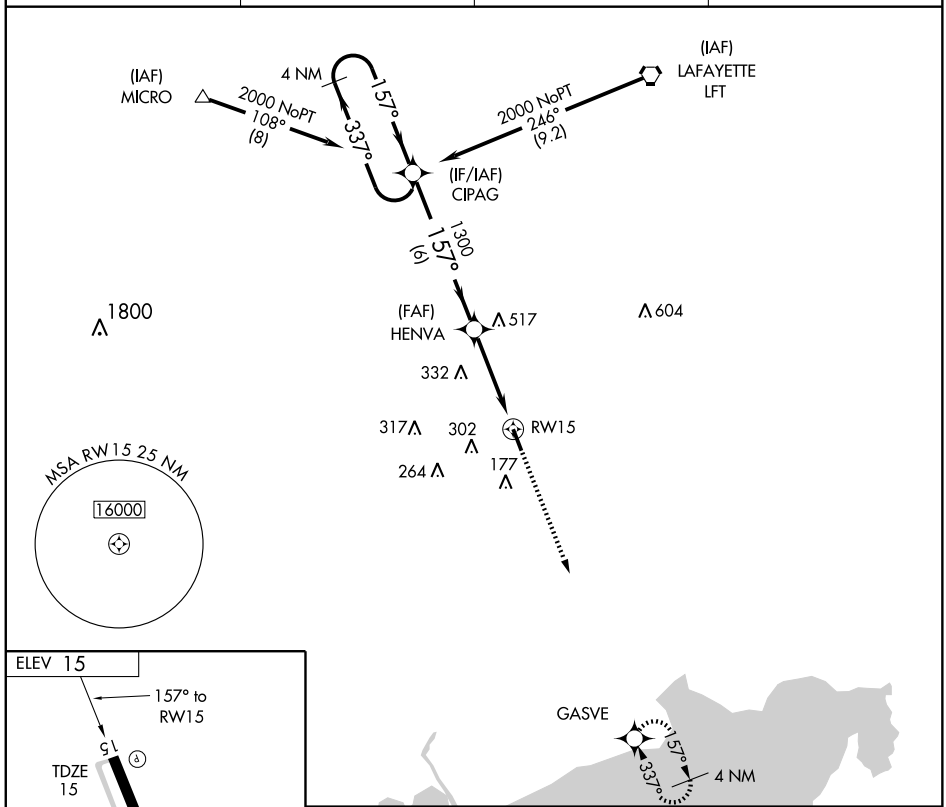
ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

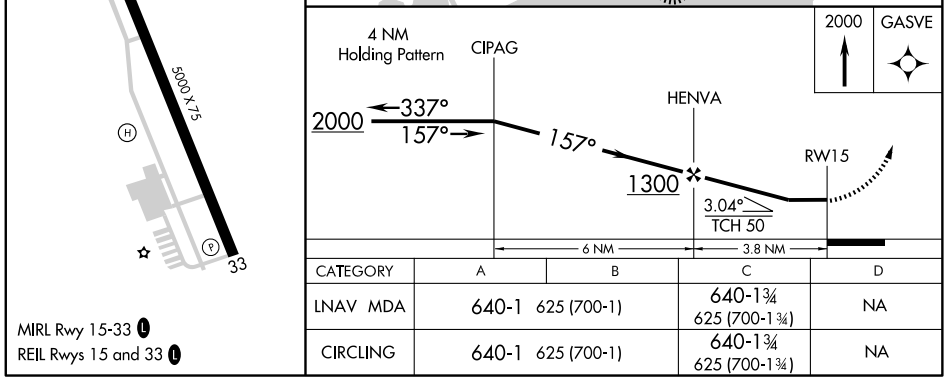
NA

DME/DME RNP-0.3 NA. Use Lafayette Rgnl altimeter setting. If not received, use Acadiana Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct GASVE and hold.

AWOS-3	LAFAYETTE APP CON ★	GCO	UNICOM
118.875	121.1 268.7	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	640-1 625 (700-1)		640-1¾ 625 (700-1¾)	NA
CIRCLING	640-1 625 (700-1)		640-1¾ 625 (700-1¾)	NA

MIRL Rwy 15-33 L

REIL Rwys 15 and 33 L

APP CRS	Rwy ldg	5000
337°	TDZE	15
	Apt Elev	15

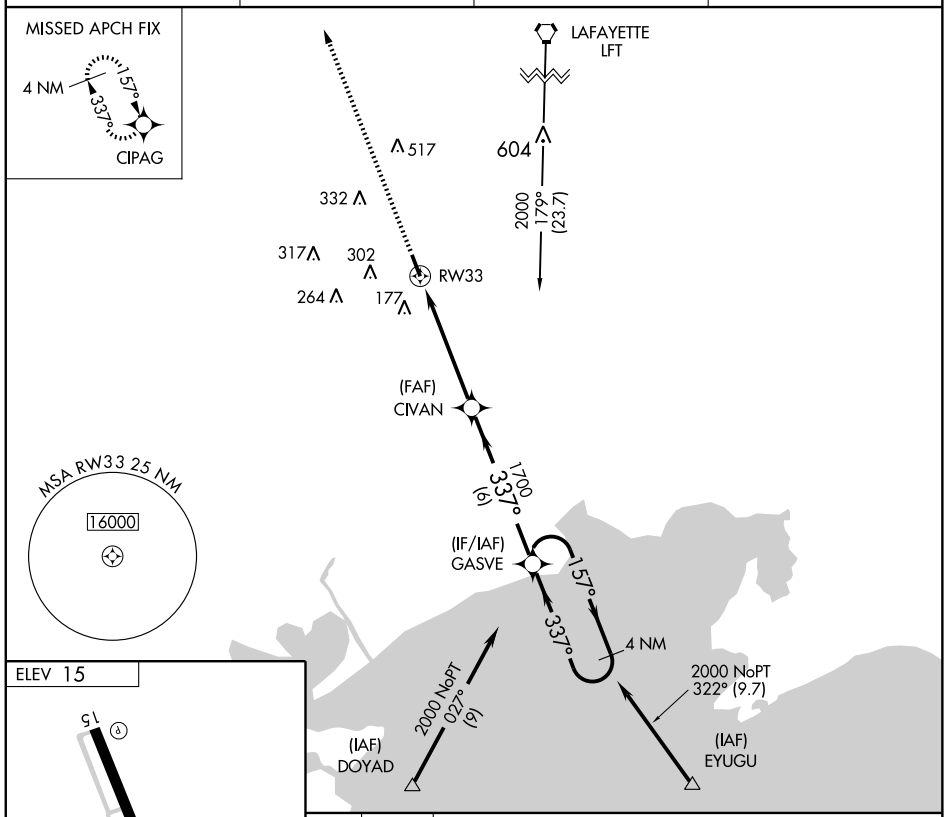
RNAV (GPS) RWY 33

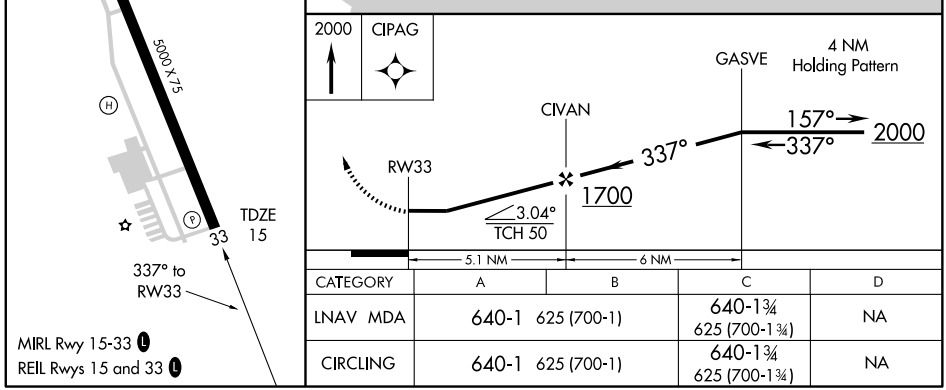
ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

NA DME/DME RNP-0.3 NA. Use Lafayette Rgnl altimeter setting. If not received, use Acadiana Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct CIPAG and hold.

AWOS-3	LAFAYETTE APP CON *	GCO	UNICOM
118.875	121.1 268.7	135.075	122.8 (CTAF) L





MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

CATEGORY	A	B	C	D
LNAV MDA	640-1 625 (700-1)		640-1¾ 625 (700-1¾)	NA
CIRCLING	640-1 625 (700-1)		640-1¾ 625 (700-1¾)	NA

VORTAC LFT	APP CRS	Rwy ldg	N/A
109.8	197°	TDZE	N/A
Chan 35		Apt Elev	15

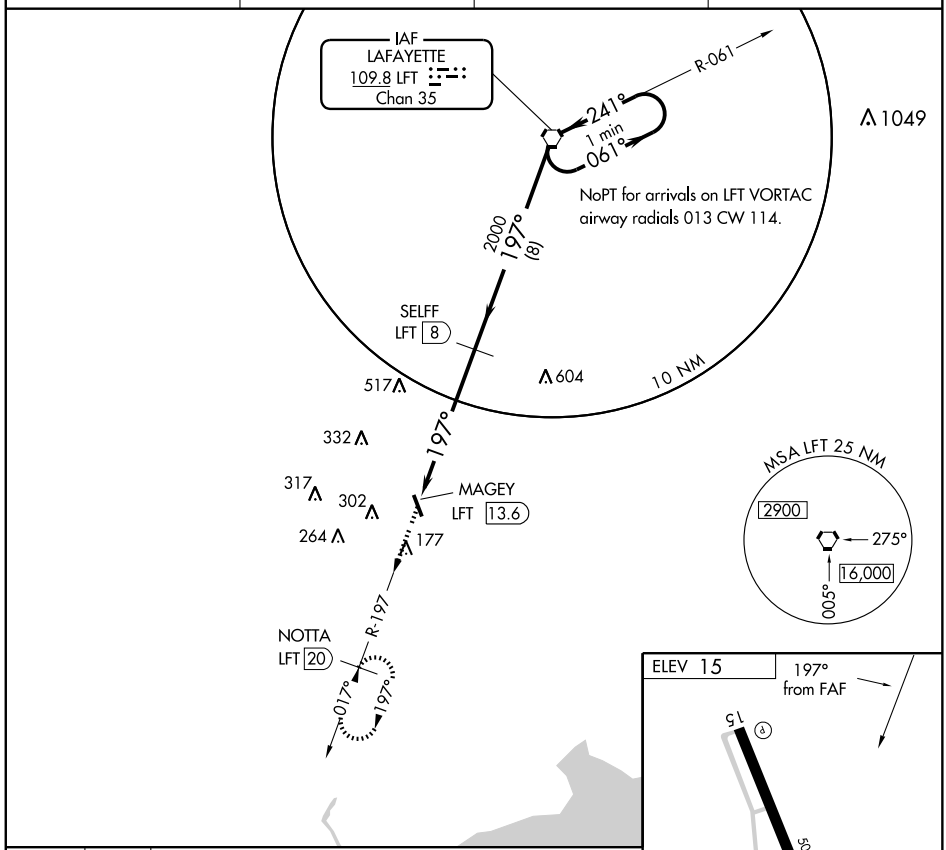
VOR/DME-A

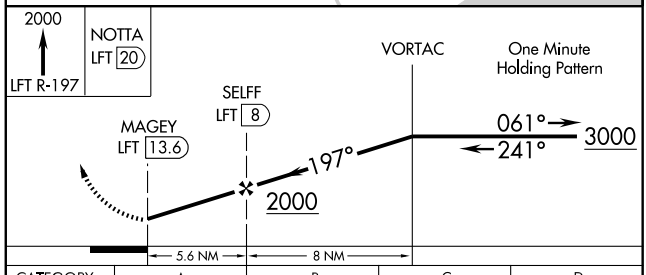
ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

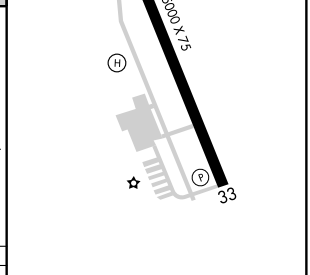
NA Use Lafayette Rgnl altimeter setting; if not received, use Acadiana Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 via LFT R-197 to NOTTA/ LFT 20 DME and hold.

AWOS-3	LAFAYETTE APP CON ★	GCO	UNICOM
118.875	121.1 268.7	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	640-1 625 (700-1)		640-1¾ 625 (700-1¾)	NA

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

VORTAC LFT	APP CRS	Rwy ldg	N/A
109.8	017°	TDZE	N/A
Chan 35		Apt Elev	15

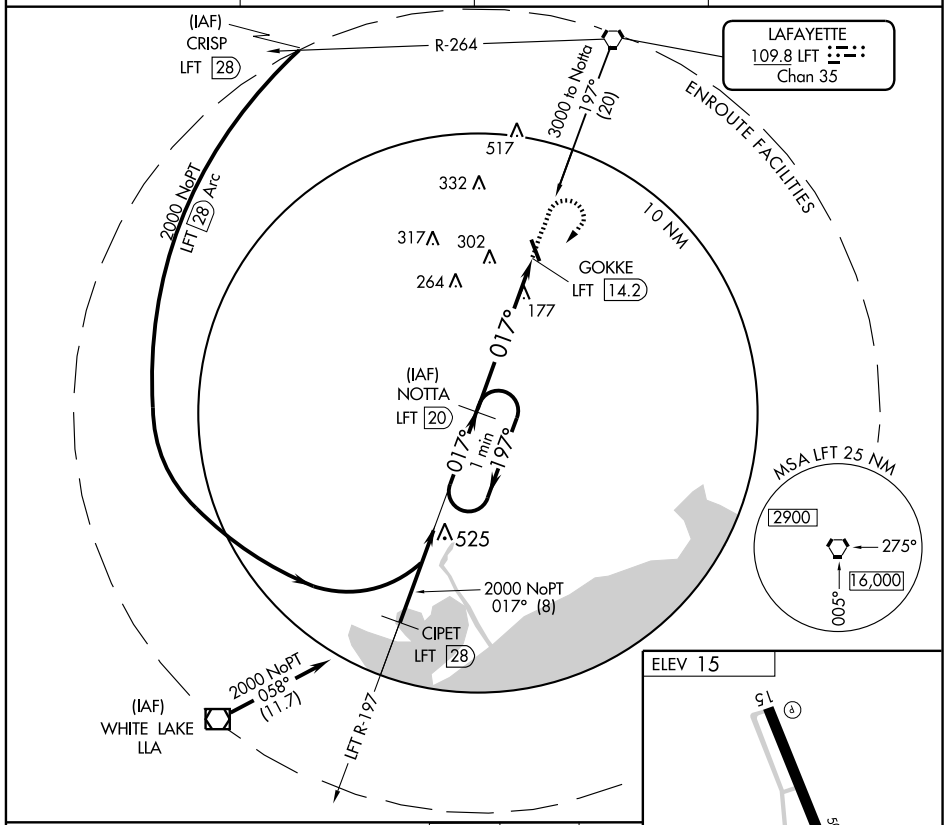
VOR/DME-B

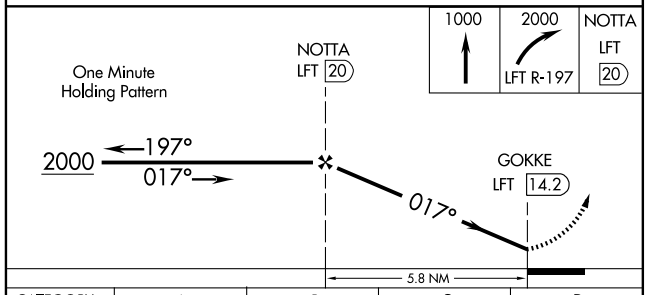
ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

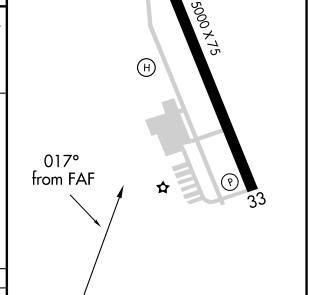
NA Use Lafayette Rgnl altimeter setting; if not received, use Acadiana Rgnl altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 via LFT R-197 to NOTTA/LFT 20 DME and hold.

AWOS-3	LAFAYETTE APP CON ★	GCO	UNICOM
118.875	121.1 268.7	135.075	122.8 (CTAF) L







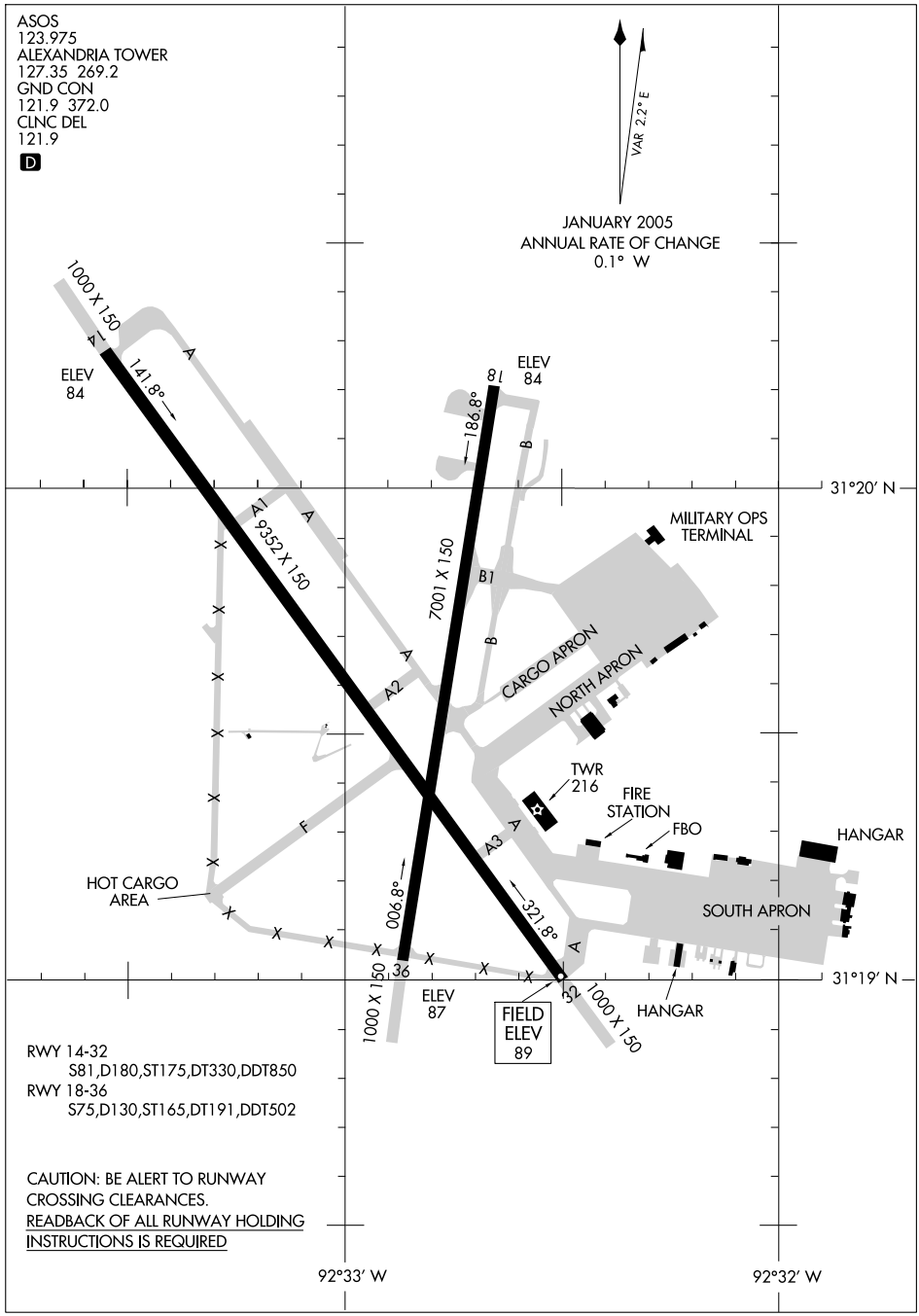
MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

CATEGORY	A	B	C	D
CIRCLING	640-1 625 (700-1)		640-1¾ 625 (700-1¾)	NA

AIRPORT DIAGRAM

AL-13 (FAA)

ALEXANDRIA INTL (AEX)
ALEXANDRIA, LOUISIANA



RWY 14-32
S81,D180,ST175,DT330,DDT850
RWY 18-36
S75,D130,ST165,DT191,DDT502

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED

SC-4, 17 DEC 2009 to 14 JAN 2010

ALEXANDRIA, LOUISIANA

LOC I-ERJ	APP CRS	Rwy ldg 9352 TDZE 85 Apt Elev 89
110.1	141°	

AL-13 (FAA)

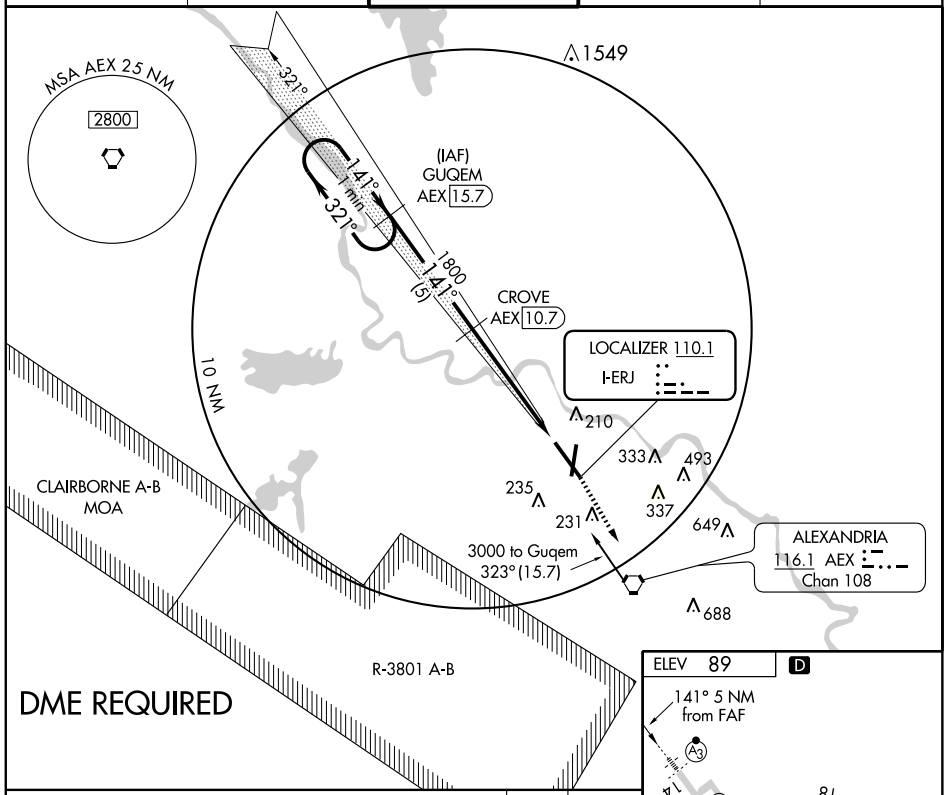
ILS or LOC RWY 14
ALEXANDRIA INTL (AEX)

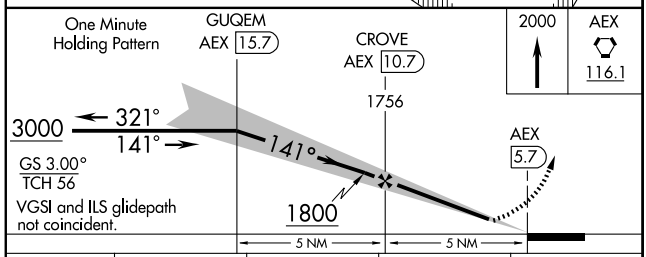
DME from AEX VORTAC, simultaneous reception of I-ERJ and AEX DME required.
When R-3801 B active, Radar and DME required.

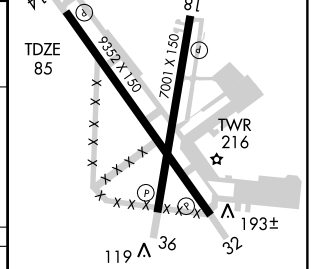
SSALR

MISSED APPROACH: Climb to 2000 direct AEX VORTAC.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 302.2	127.35 (CTAF) 269.2	121.9 372.0	121.9







CATEGORY	A	B	C	D
S-ILS 14	285-½ 200 (200-½)			
S-LOC 14	460-½ 375 (400-½)			460-¾ 375 (400-¾)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-1½)	640-2 551 (600-2)

REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32

SC-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	9352
141°	TDZE	85
	Apt Elev	89

RNAV (GPS) RWY 14
ALEXANDRIA INTL (AEX)

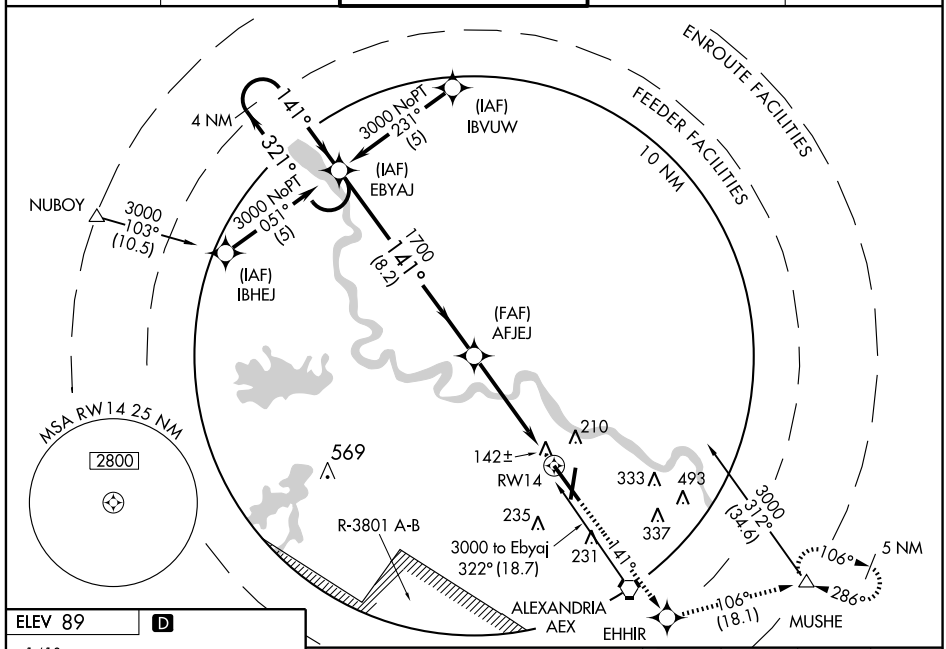
When R-3801B active. radar required.
Baro-NAV NA below -15°C (5°F).
For inoperative SALSR increase LNAV/VNAV
CAT D visibility to 1, LNAV CAT D visibility to 1¼.
DME/DME RNP 0.3 NA

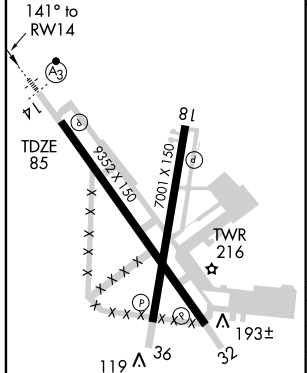
NA

SSALR

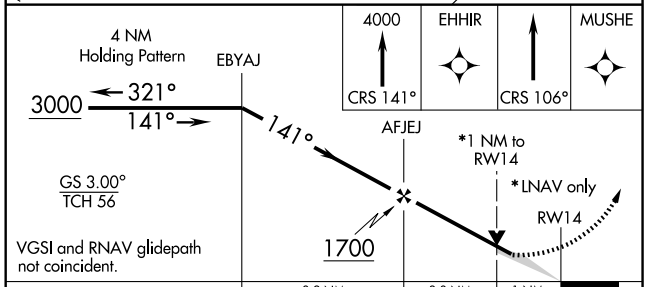
MISSED APPROACH: Climb to 4000 via 141° course to EHHIR WP then via 106° course to MUSHE WP and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 302.2	127.35 (CTAF) 269.2	121.9 372.0	121.9





REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	400-½ 315 (400-½)			400-¾ 315 (400-¾)
LNAV MDA	460-½ 375 (400-½)			460-1 375 (400-1)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-1½)	640-2 551 (600-2)

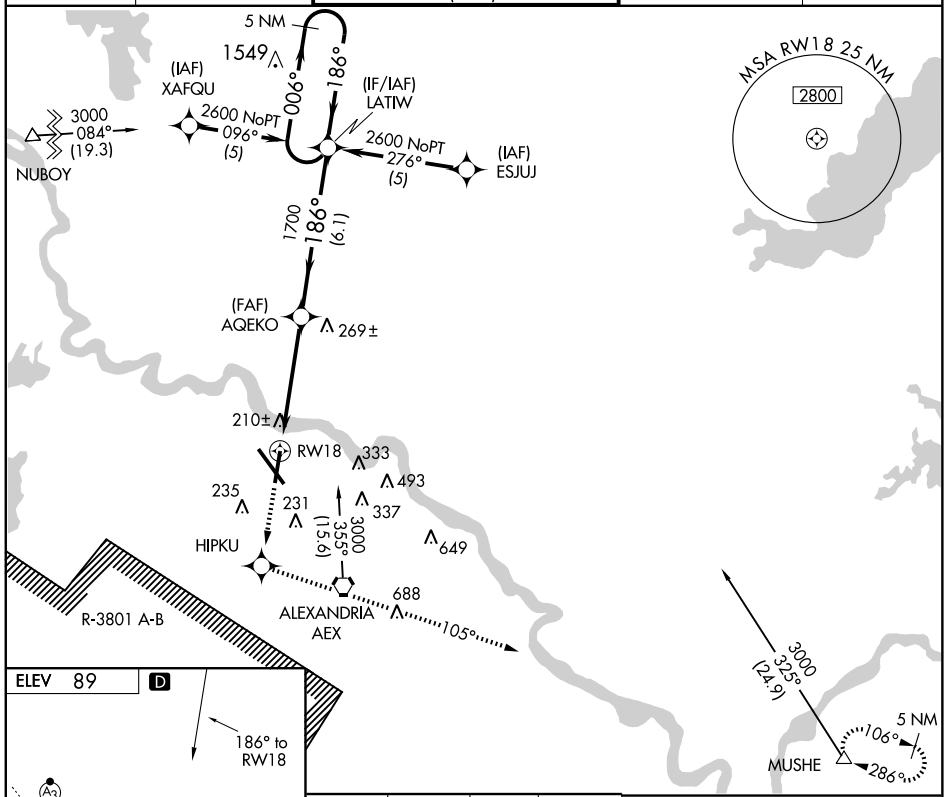
WAAS CH 61200 W18A	APP CRS 186°	Rwy ldg 7001 TDZE 84 Apt Elev 89

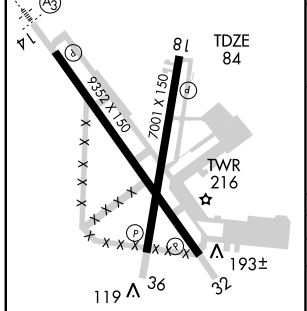
RNAV (GPS) RWY 18
ALEXANDRIA INTL (AEX)

DME/DME RNP-0.3 NA. Radar required when R-3801 A-B in use. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA.

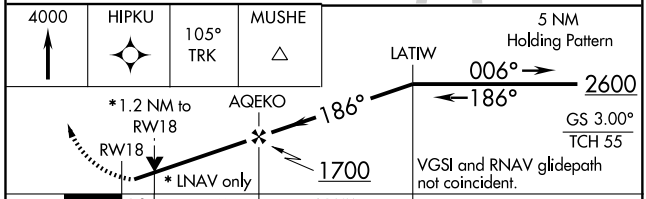
MISSED APPROACH: Climb to 4000 direct HIPKU and via 105° track to MUSHE and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 302.2	127.35 (CTAF) 269.2	121.9 372.0	121.9





REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32



CATEGORY	A	B	C	D
LPV DA	395-1 311 (400-1)			
LNAV/VNAV DA	539-1½ 455 (500-1½)			
LNAV MDA	520-1 436 (500-1)		520-1¼ 436 (500-1¼)	520-1½ 436 (500-1½)
CIRCLING	540-1½ 451 (500-1½)	560-1½ 471 (500-1½)		640-2 551 (600-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

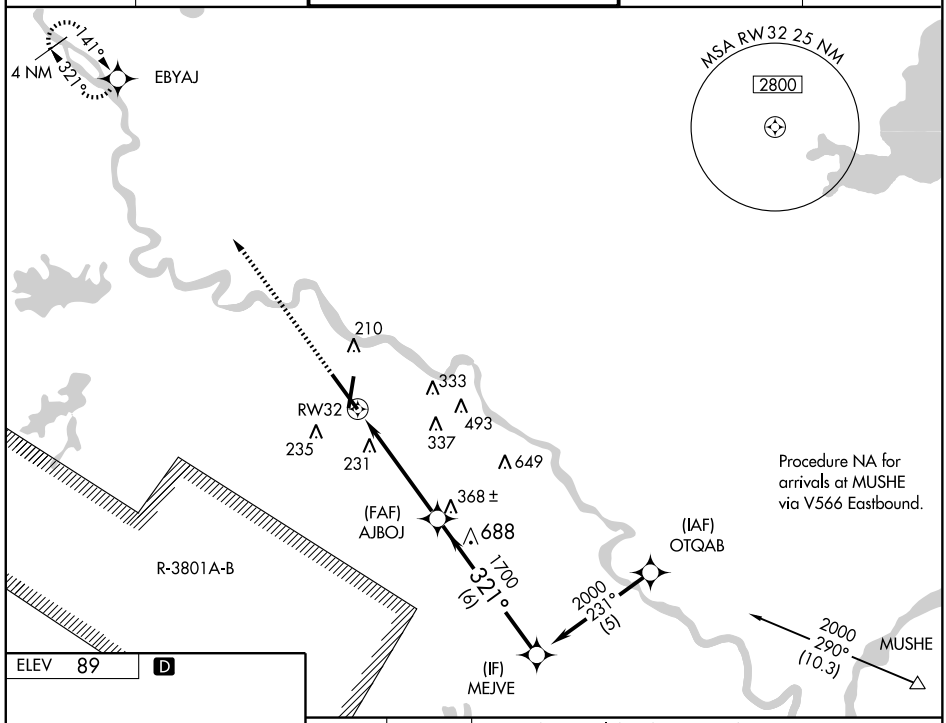
WAAS CH 50110 W32A	APP CRS 321°	Rwy ldg 9352 TDZE 89 Apt Elev 89

RNAV (GPS) RWY 32
ALEXANDRIA INTL (AEX)

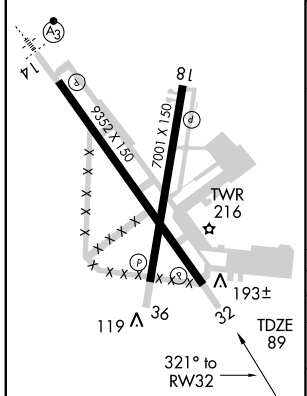
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F)
When R-3801A-B active, RADAR required.

MISSED APPROACH: Climb to 3000 direct EBYAJ WP and hold.

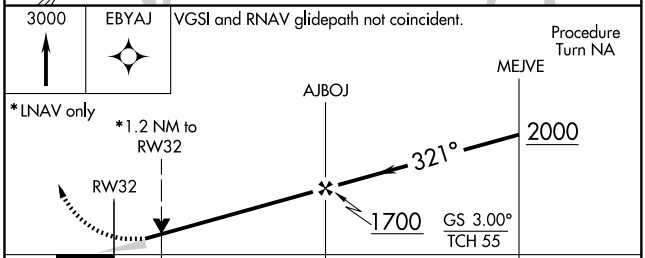
ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 302.2	127.35 (CTAF) 269.2	121.9 372.0	121.9



ELEV 89 D



REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32



CATEGORY	A	B	C	D
LPV DA	340/50 251 (300-1)			
LNAV/VNAV DA	460/60 371 (400-1¼)			
LNAV MDA	520/50 431 (500-1)		520/60 431 (500-1¼)	520-1½ 431 (500-1½)
CIRCLING	540-1¼ 451 (500-1¼)	560-1¼ 471 (500-1¼)	560-1½ 471 (500-1½)	640-2 551 (600-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

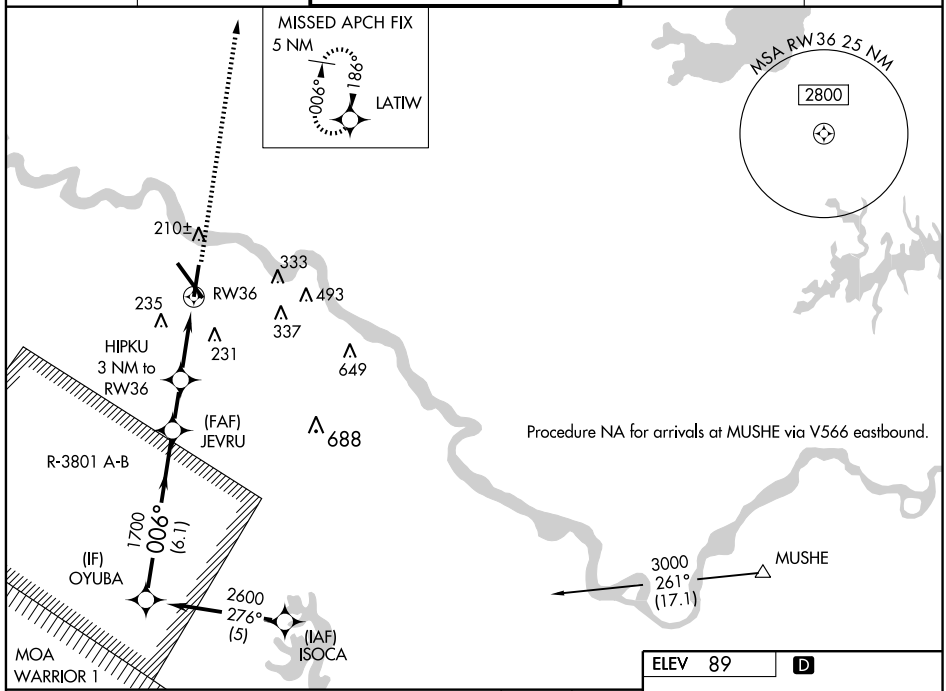
WAAS CH 58100 W36A	APP CRS 006°	Rwy ldg 7001 TDZE 87 Apt Elev 89

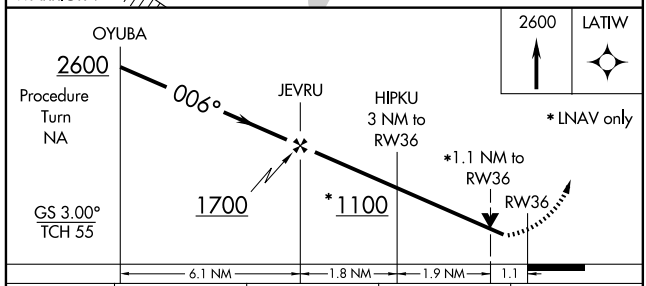
RNAV (GPS) RWY 36
ALEXANDRIA INTL (AEX)

DME/DME RNP-0.3 NA. Radar required when R-3801 A-B in use. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA.

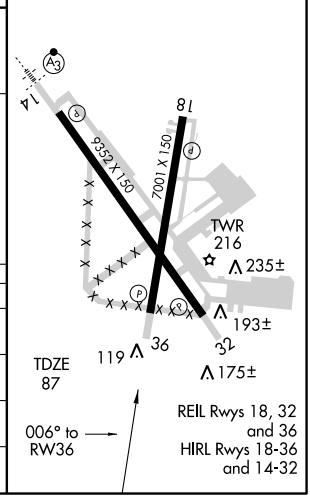
MISSED APPROACH: Climb to 2600 direct LATIW and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 302.2	127.35 (CTAF) 269.2	121.9 372.0	121.9





CATEGORY	A	B	C	D
LPV DA	391-1 304 (400-1)			
LNAV/VNAV DA	425-1¼ 338 (400-1¼)			
LNAV MDA	500-1 413 (500-1)		500-1¼ 413 (500-1¼)	
CIRCLING	540-1¼ 451 (500-1¼)	560-1¼ 471 (500-1¼)	560-1½ 471 (500-1½)	640-2 551 (600-2)



SC-4, 17 DEC 2009 to 14 JAN 2010

VORTAC AEX	APP CRS	Rwy ldg	9352
116.1	145°	TDZE	85
Chan 108		Apt Elev	89

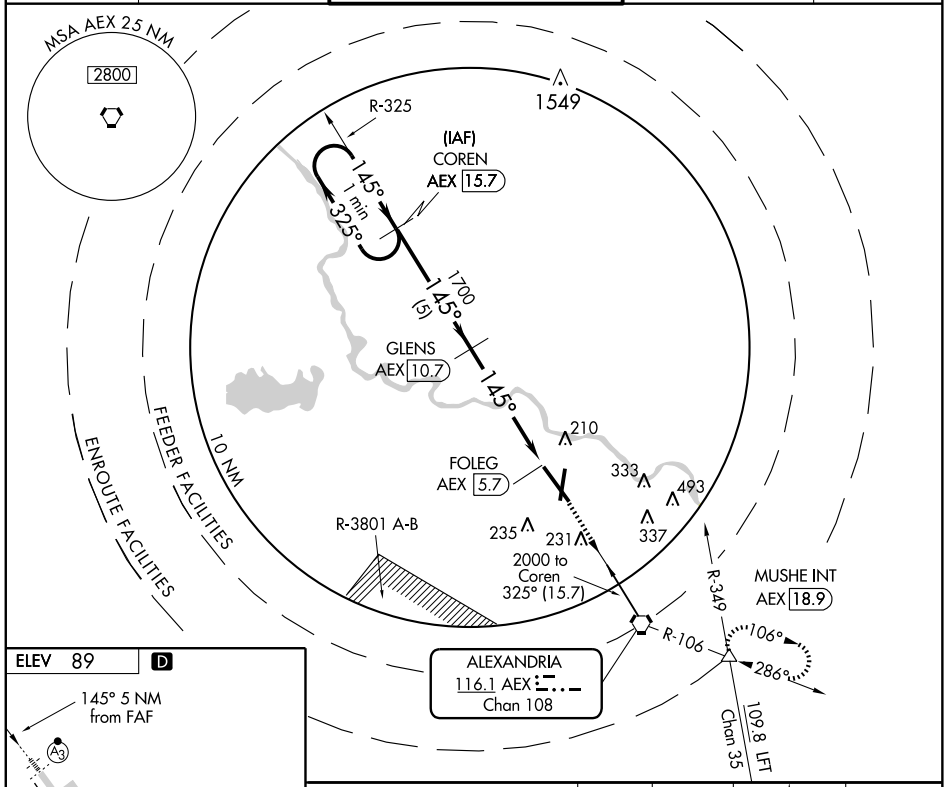
VOR/DME RWY 14
ALEXANDRIA INTL (AEX)

When R-3801B active, Radar Required. For inoperative SSALR increase S-14 Cat D visibility to 1¼.

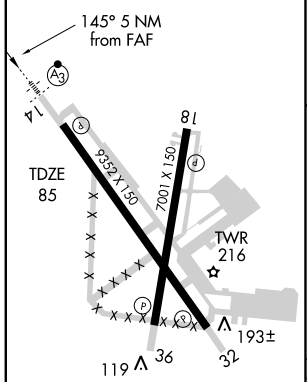
SSALR

MISSED APPROACH: Climb to 4000 direct AEX Vortac, then via AEX R-106 to MUSHE Int and hold.

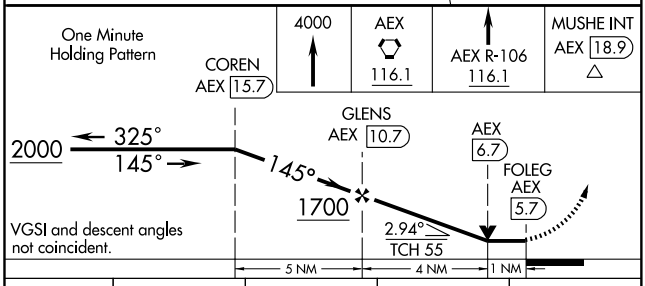
ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 302.2	127.35 (CTAF) 269.2	121.9 372.0	123.975



ELEV 89 D



REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32



CATEGORY	A	B	C	D
S-14	460-½ 375 (400-½)			460-1 375 (400-1)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-1½)	640-2 551 (600-2)

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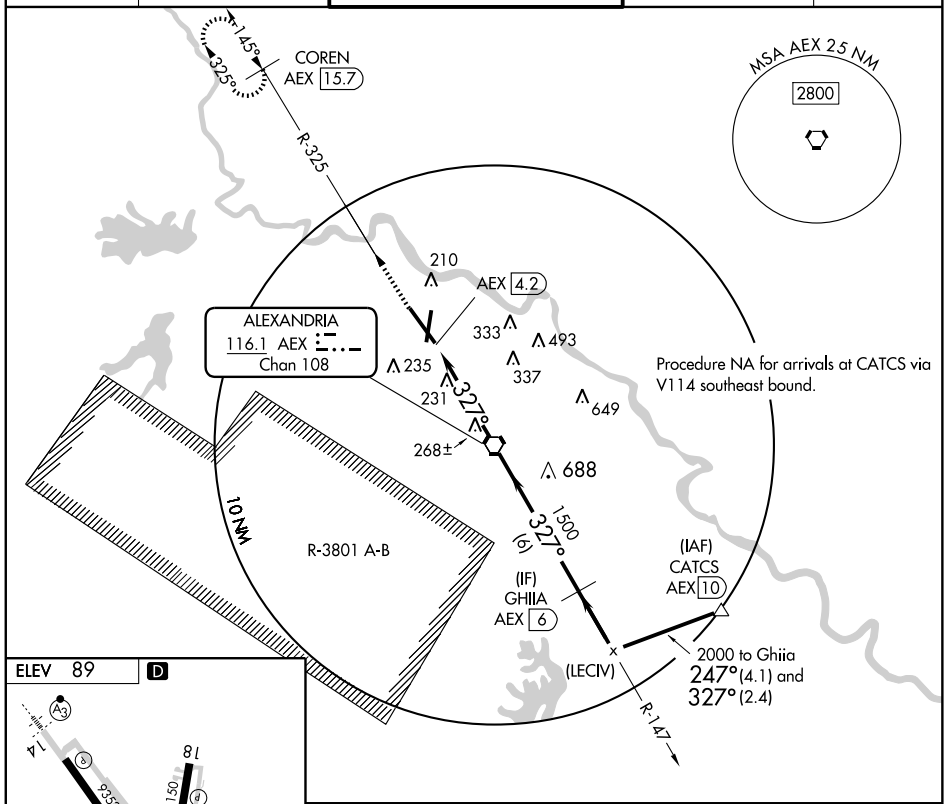
VORTAC AEX 116.1 Chan 108	APP CRS 327°	Rwy ldg 9352 TDZE 89 Apt Elev 89

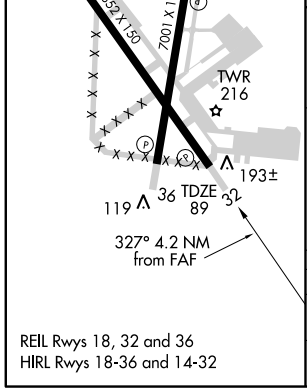
VOR/DME RWY 32
ALEXANDRIA INTL (AEX)

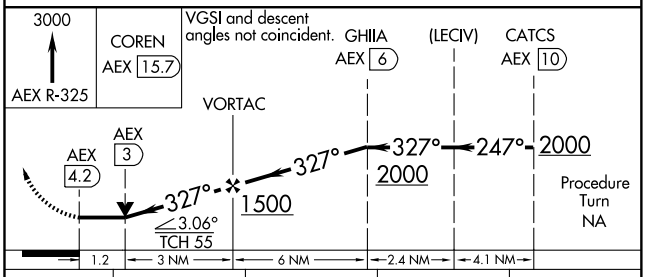
Radar required when R-3801 A-B in use.

MISSED APPROACH: Climb to 3000 via AEX R-325 to COREN/AEX 15.7 DME and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 302.2	127.35 (CTAF) 269.2	121.9 372.0	121.9







CATEGORY	A	B	C	D
S-32	520/50 431 (500-1)		520/60 431 (500-1¼)	520-1½ 431 (500-1½)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-1½)	640-2 551 (600-2)

REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32

LOC I-ESF 111.5 Chan 52	APP CRS 267°	Rwy ldg 5999 TDZE 92 Apt Elev 112

ILS RWY 26
ALEXANDRIA/ESLER RGNL (ESF)

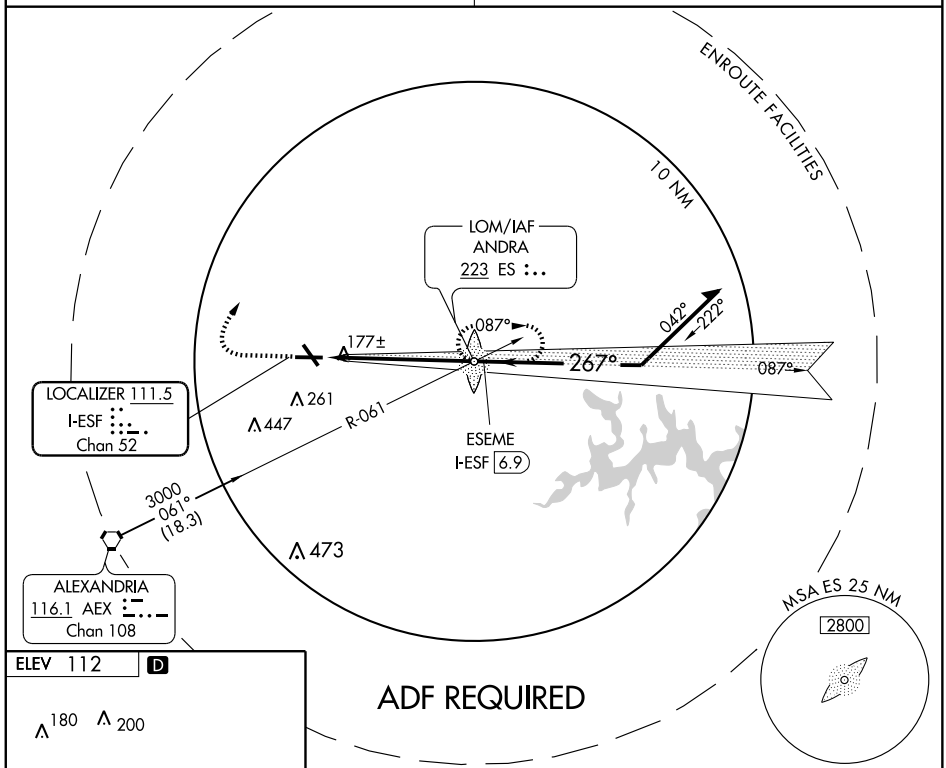
T
A NA

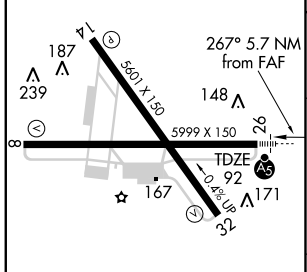
* DME Required.

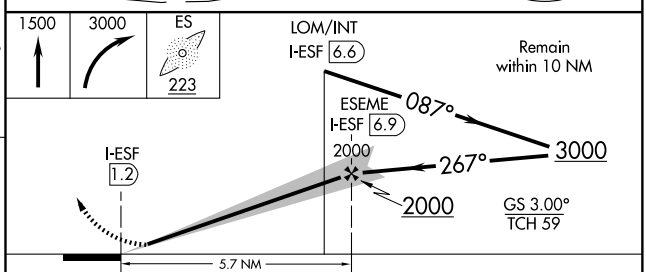
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct ANDRA LOM and hold.

POLK APP CON	UNICOM
125.4 302.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 26	292-½ 200 (200-½)			
S-LOC 26*	440-½ 348 (400-½)			440-¾ 348 (400-¾)
CIRCLING	580-1 468 (500-1)		580-1½ 468 (500-1½)	680-2 568 (600-2)

REIL Rwys 8, 14 and 32 L
MIRL Rwy 14-32 L
HIRL Rwy 8-26 L

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LOM ES	APP CRS	Rwy ldg	5999
223	267°	TDZE	92
		Apt Elev	112

NDB RWY 26

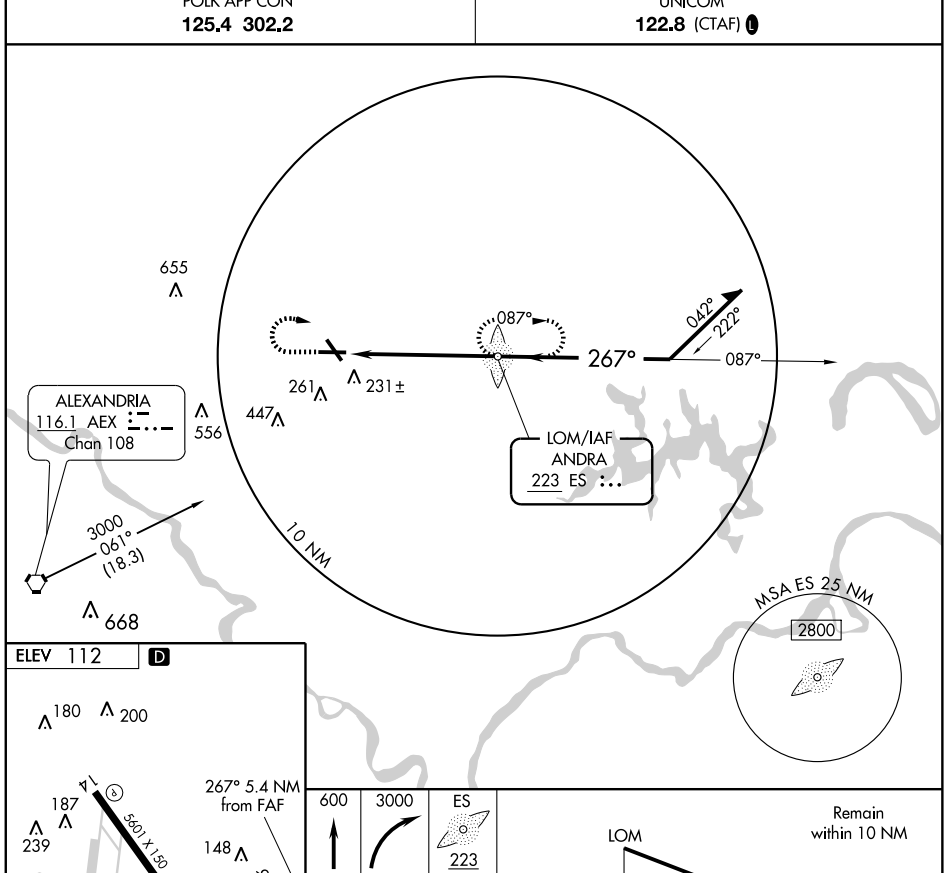
ALEXANDRIA/ESLER RGNL (ESF)

NA

MALSR

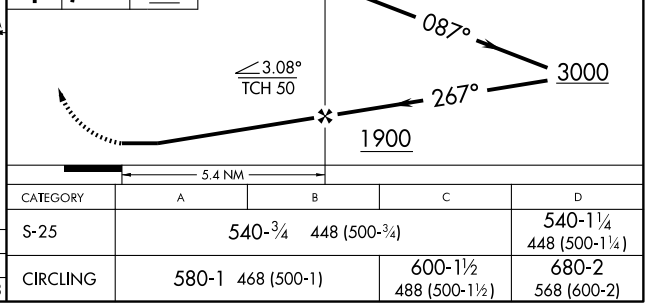
MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ANDRA LOM and hold.

POLK APP CON	UNICOM
125.4 302.2	122.8 (CTAF) L



REIL Rwys 8, 14 and 32 L
MIRL Rwy 14-32 L
HIRL Rwy 26-26 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-25	540-¾ 448 (500-¾)			540-1¼ 448 (500-1¼)
CIRCLING	580-1 468 (500-1)		600-1½ 488 (500-1½)	680-2 568 (600-2)

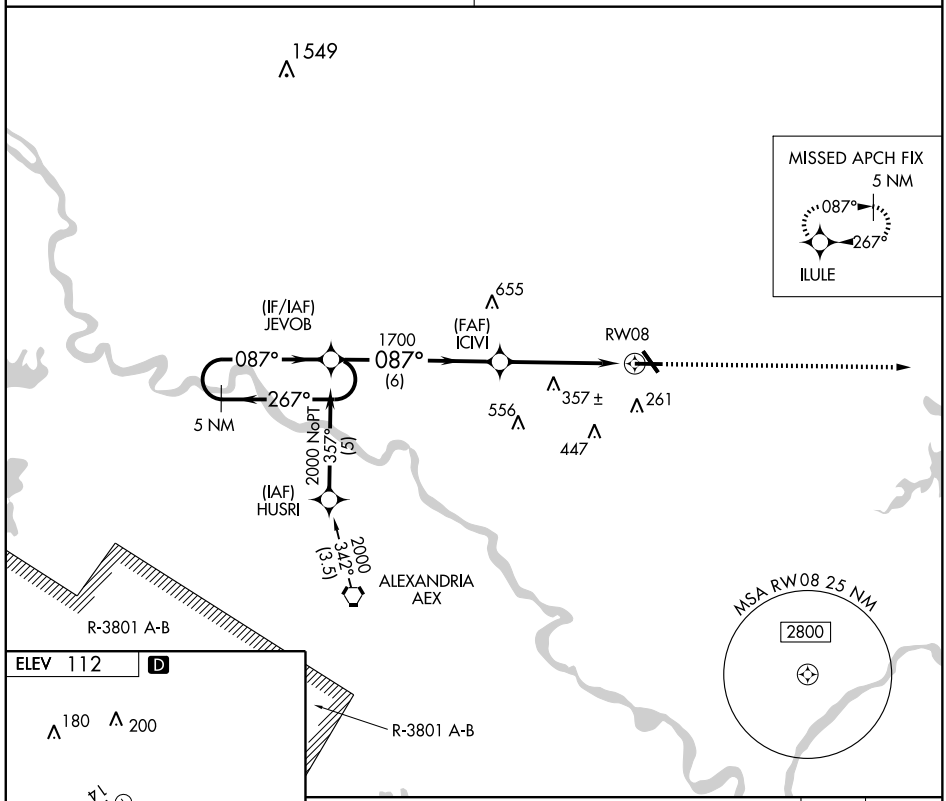
APP CRS	Rwy ldg	5999
087°	TDZE	96
	Apt Elev	112

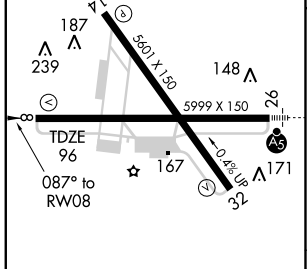
RNAV (GPS) RWY 8
ALEXANDRIA/ESLER RGNL (ESF)

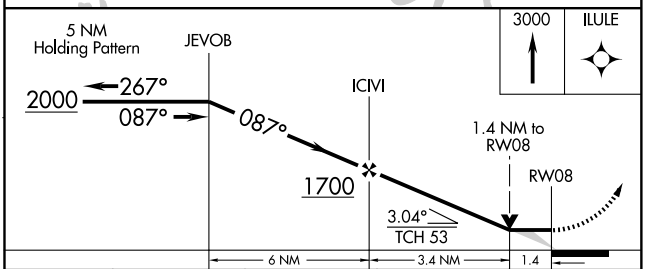
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Alexandria Intl altimeter setting and increase all MDAs 40 feet. VDP NA when using Alexandria Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct ILULE and hold.

POLK APP CON	UNICOM
125.4 302.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	580-1 484 (500-1)		580-1¼ 484 (500-1¼)	580-1½ 484 (500-1½)
CIRCLING	580-1 468 (500-1)		580-1½ 468 (500-1½)	680-2 568 (600-2)

REIL Rwys 8, 14 and 32 L
MIRL Rwy 14-32 L
HIRL Rwy 8-26 L

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WAAS CH 61103 W26A	APP CRS 267°	Rwy ldg 5999 TDZE 92 Apt Elev 112

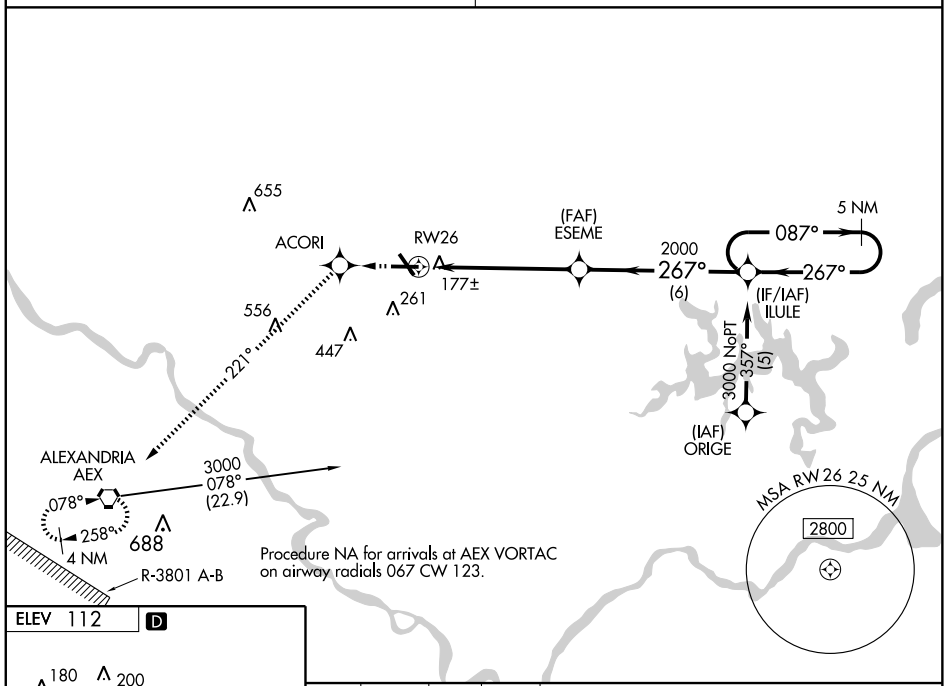
RNAV (GPS) RWY 26
ALEXANDRIA/ESLER RGNL (ESF)

If local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DAs/MDAs 40 feet. VDP NA when using Alexandria Intl altimeter setting. BARO-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). For inoperative MALSR increase LPV all Cats visibility to 1, and LNAV Cat D visibility to 1¼. DME/DME RNP-0.3 NA.

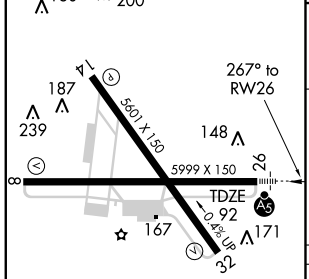
MALSR

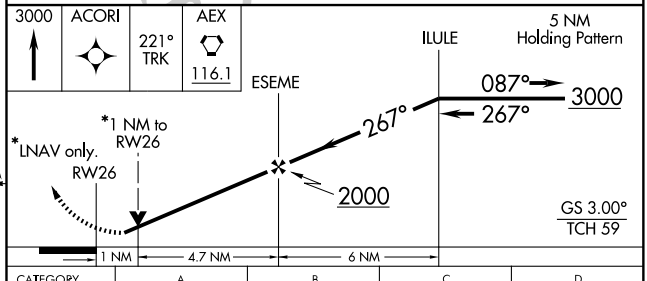
MISSED APPROACH: Climb to 3000 direct ACORI and via 221° track to AEX VORTAC and hold.

POLK APP CON	UNICOM
125.4 302.2	122.8 (CTAF) L



Procedure NA for arrivals at AEX VORTAC on airway radials 067 CW 123.





CATEGORY	A	B	C	D
LPV DA	408-½ 316 (300-½)			
LNAV/VNAV DA	451-¾ 359 (400-¾)			
LNAV MDA	480-½ 388 (400-½)			480-1 388 (400-1)
CIRCLING	580-1 468 (500-1)		580-1½ 468 (500-1½)	680-2 568 (600-2)

REIL Rwys 8, 14 and 32 L
MIRL Rwy 14-32 L
HIRL Rwy 8-26 L

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NDB BQP	APP CRS	Rwy ldg	4002
329	330°	TDZE	167
		Apt Elev	167

NDB RWY 34

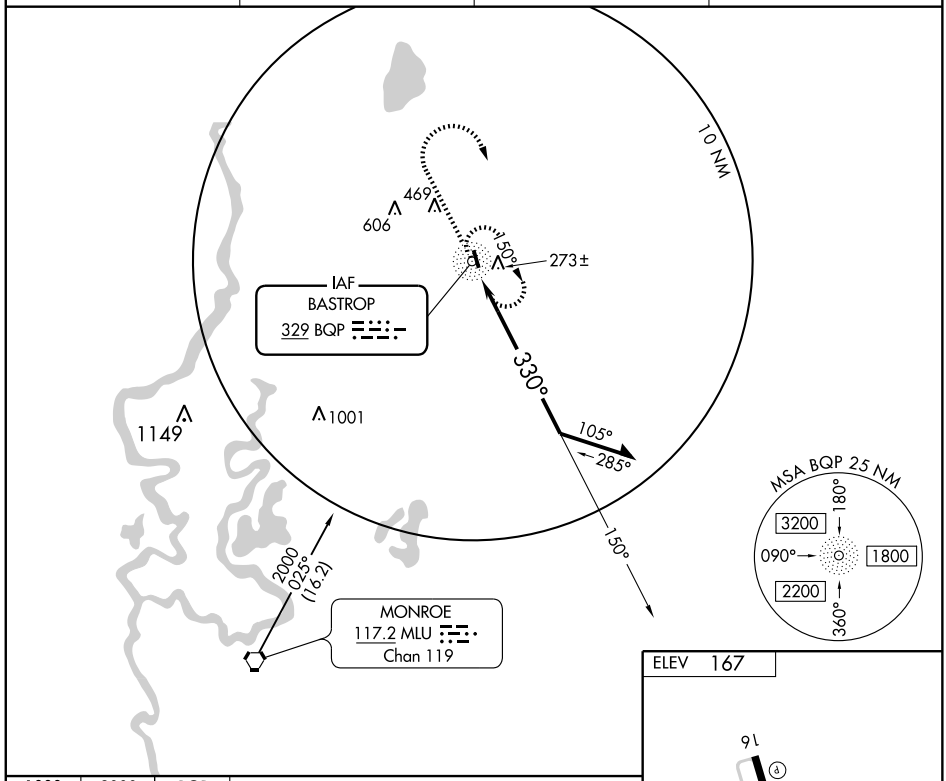
BASTROP/ MOREHOUSE MEMORIAL (BQP)

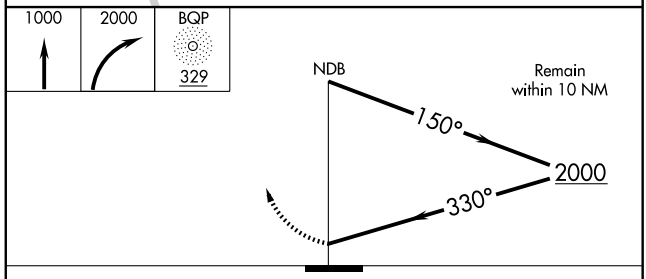
NA

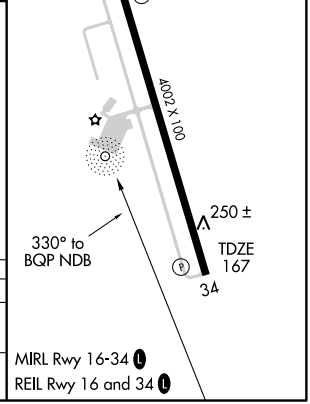
If local altimeter setting not received, use Monroe altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BQP NDB and hold.

AWOS-3	MONROE APP CON ★	GCO	UNICOM
118.375	126.9 307.9	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-34	640-1 473 (500-1)		640-1¼ 473 (500-1¼)	NA
CIRCLING	640-1 473 (500-1)		640-1½ 473 (500-1½)	NA

WAAS CH 58307 W16A	APP CRS 161°	Rwy ldg 4002 TDZE 168 Apt Elev 168

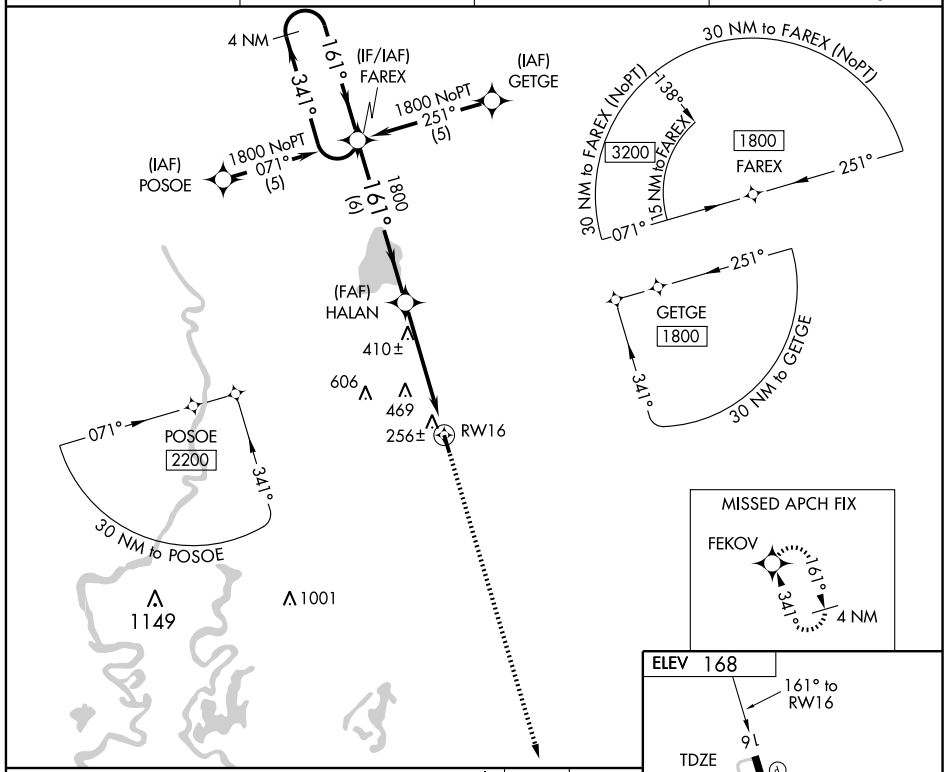
RNAV (GPS) RWY 16

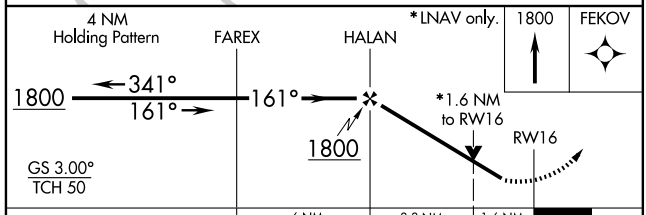
BASTROP/MOREHOUSE MEMORIAL (BQP)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Monroe altimeter setting and increase all DA/MDA 60 feet and all visibilities ¼ mile. Baro-VNAV NA when using Monroe altimeter setting. VDP NA when using Monroe altimeter setting.

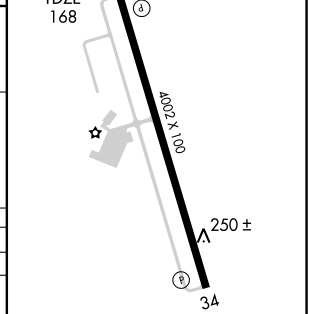
MISSED APPROACH: Climb to 1800 direct FEKOV and hold.

AWOS-3	MONROE APP CON ★	GCO	UNICOM
118.375	126.9 307.9	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	499-1¼ 331 (400-1¼)			NA
LNAV/VNAV DA	526-1¼ 358 (400-1¼)			NA
LNAV MDA	720-1 552 (600-1)		720-1½ 552 (600-1½)	NA
CIRCLING	720-1 552 (600-1)		720-1½ 552 (600-1½)	NA



MIRL Rwy 16-34 L

REIL Rwy 16 and 34 L

WAAS CH 90308 W34A	APP CRS 341°	Rwy ldg 4002 TDZE 168 Apt Elev 168

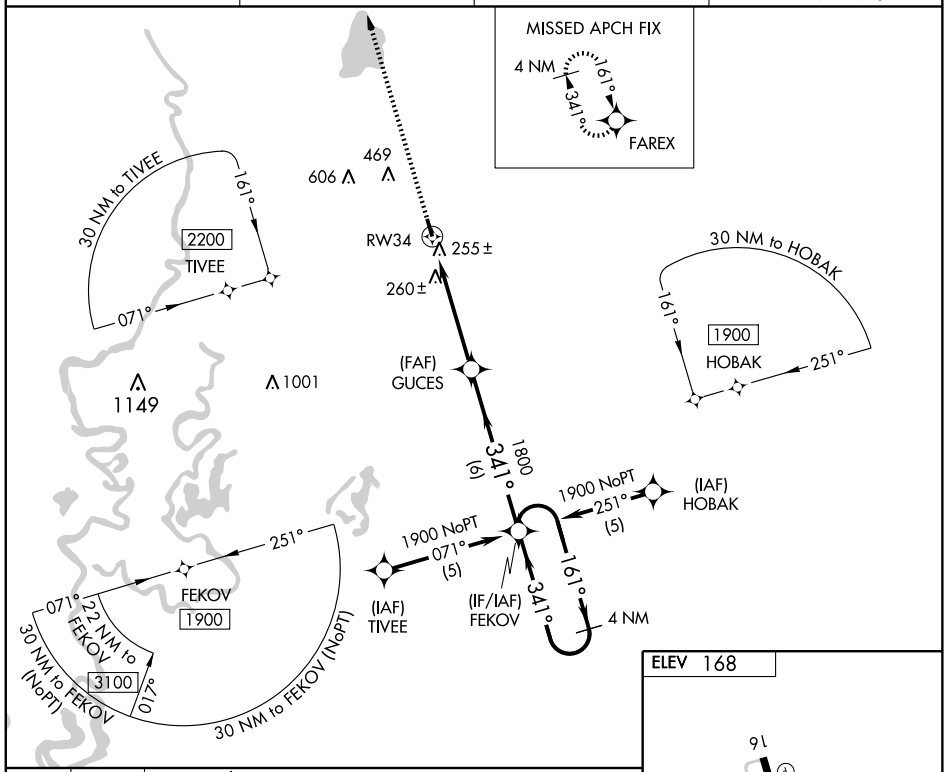
RNAV (GPS) RWY 34

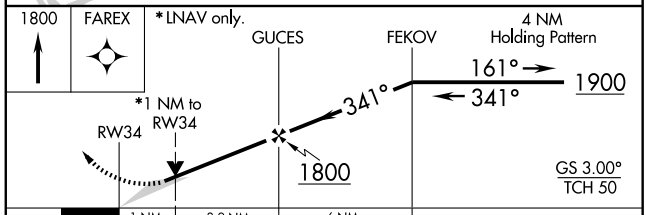
BASTROP/MOREHOUSE MEMORIAL (BQP)

Baro-VNAV NA when using Monroe altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Monroe altimeter setting. When local altimeter setting not received, use Monroe altimeter setting and increase all DA/MDA 60 feet and all visibilities ¼ mile.

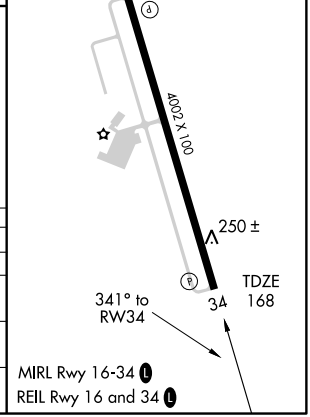
MISSED APPROACH: Climb to 1800 direct FAREX and hold.

AWOS-3	MONROE APP CON ★	GCO	UNICOM
118.375	126.9 307.9	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	508-1¼ 340 (400-1¼)			NA
LNAV/VNAV DA	551-1¼ 383 (400-1¼)			NA
LNAV MDA	520-1 352 (400-1)			NA
CIRCLING	560-1 392 (400-1)	620-1 452 (500-1)	620-1½ 452 (600-1½)	NA



VORTAC MLU 117.2 Chan 119	APP CRS 026°	Rwy ldg N/A TDZE N/A Apt Elev 167

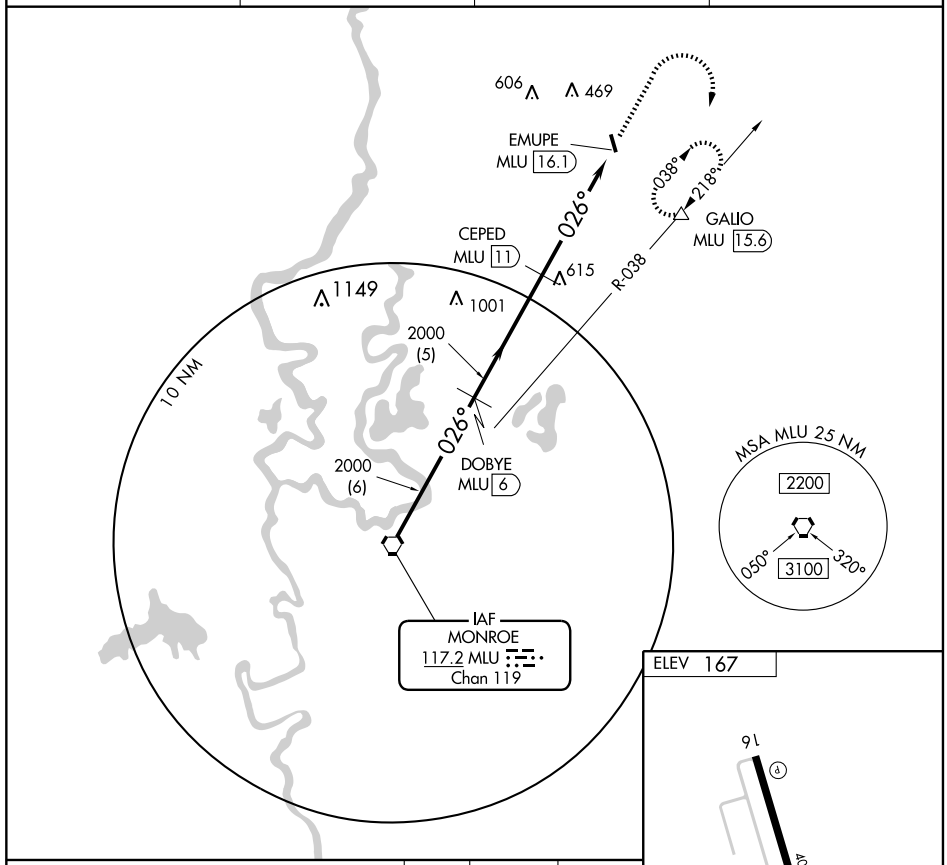
VOR/DME-A

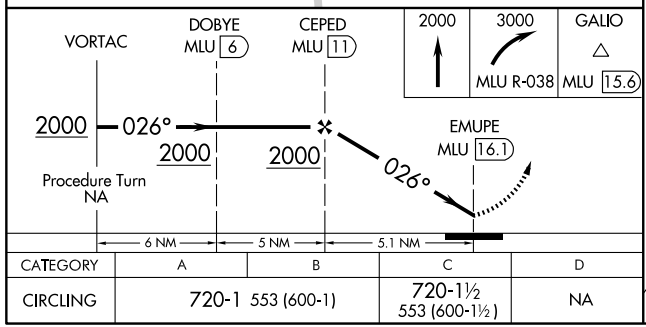
BASTROP/ MOREHOUSE MEMORIAL (BQP)

If local altimeter setting not received, use Monroe altimeter setting and increase all MDAs 60 feet.

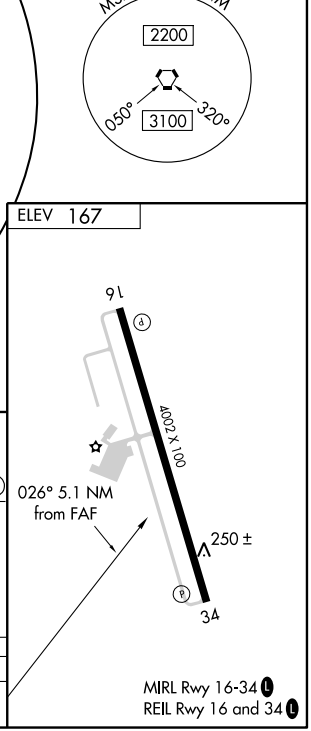
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via MLU R-038 to GALIO/MLU 15.6 DME and hold.

AWOS-3	MONROE APP CON ★	GCO	UNICOM
118.375	126.9 307.9	135.075	122.8 (CTAF) L





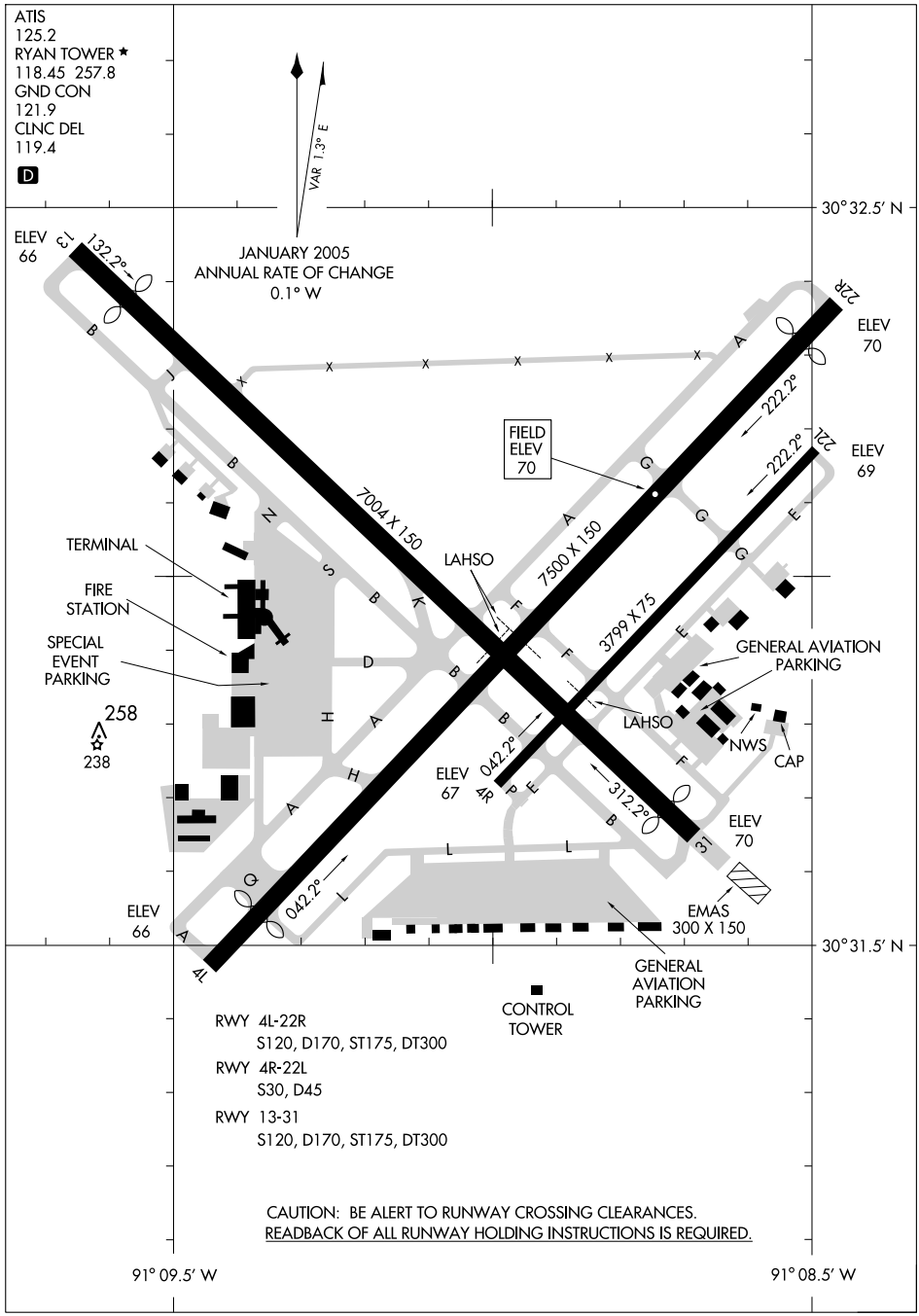
CATEGORY	A	B	C	D
CIRCLING	720-1 553 (600-1)		720-1½ 553 (600-1½)	NA



SC-4, 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)
BATON ROUGE, LOUISIANA
AL-40 (FAA)



SC-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-BTR	APP CRS	Rwy ldg 6407
110.3	130°	TDZE 67
Chan 40		Apt Elev 70

ILS or LOC RWY 13

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

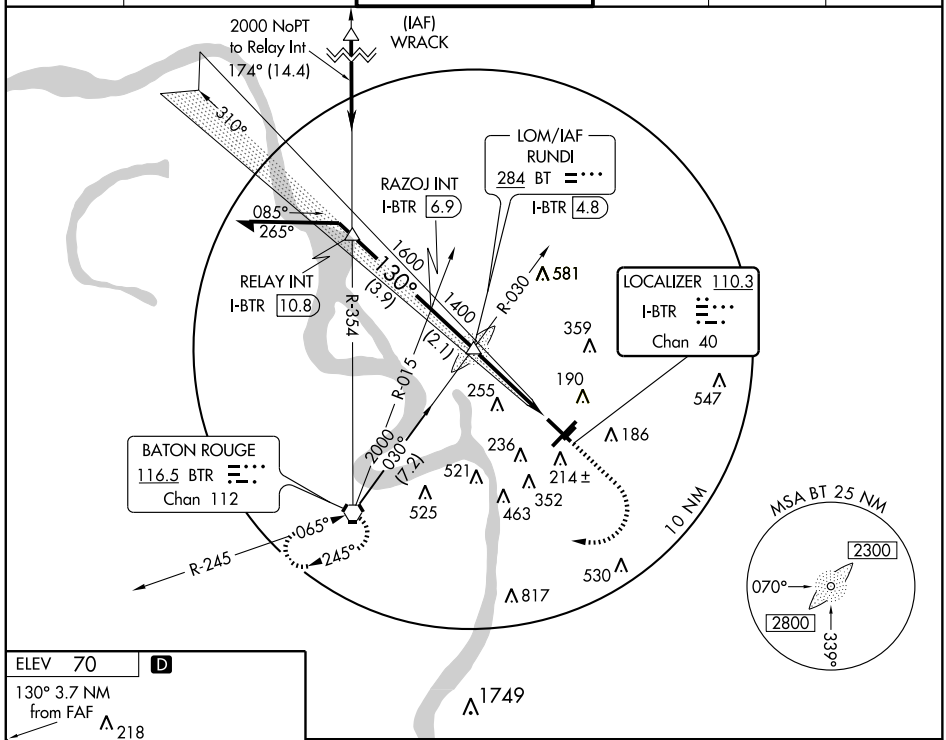
When VGSI inoperative, circling to Rwy 4L NA at night.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

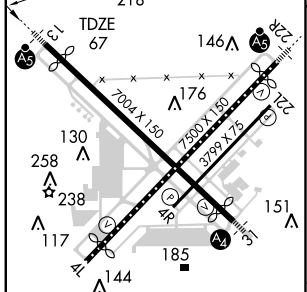
ASR

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct BTR VORTAC and hold.

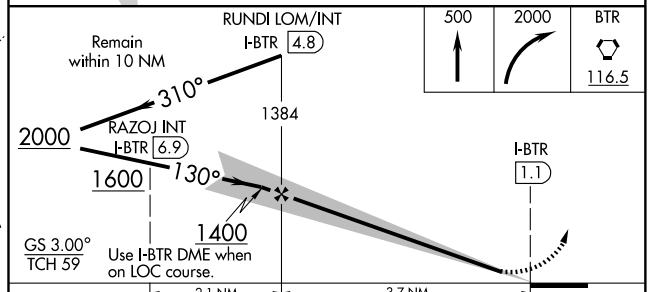
ATIS	BATON ROUGE APP CON *	RYAN TOWER *	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95





TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-ILS 13	*267/24 200 (200-½)			
S-LOC 13	480/24 413 (500-½)		480/40 413 (500-¾)	
CIRCLING	560-1 490 (500-1)		660-1½ 590 (600-1½)	680-2 610 (700-2)

LOC/DME I-CLZ	APP CRS	Rwy ldg 7076
108.7	220°	TDZE 70
Chan 24		Apt Elev 70

ILS or LOC RWY 22R

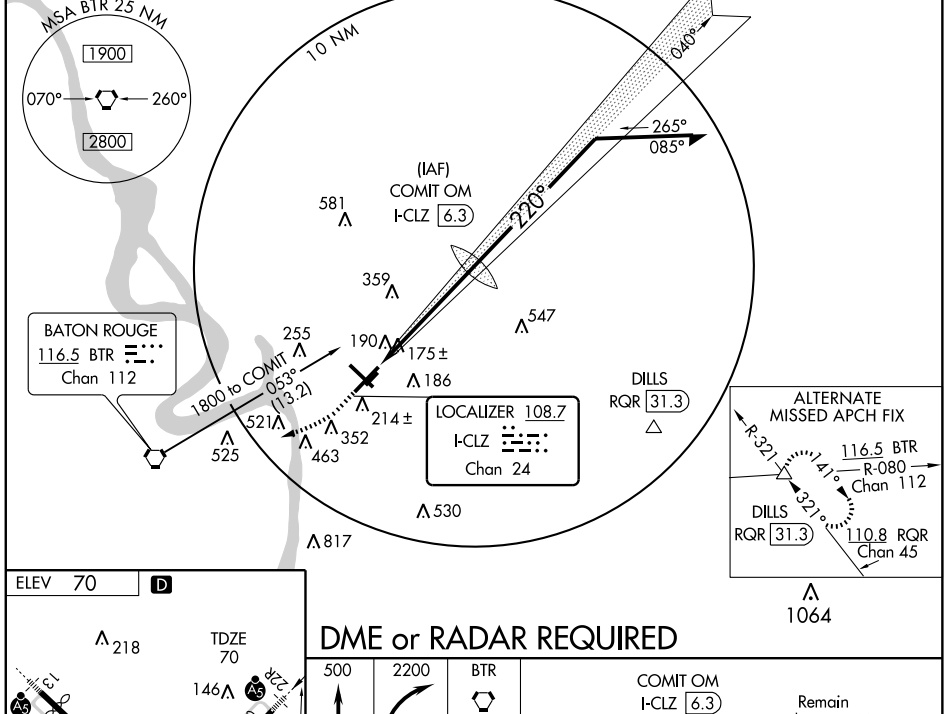
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

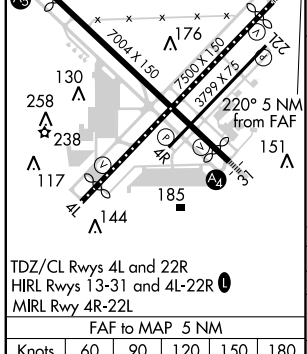
ASR: When VGSI inoperative, circling to Rwy 4L NA at night. When local altimeter setting not received, use Hammond Northshore Rgnl altimeter setting and increase DA 91 feet; increase all MDA 100 feet. Increase S-ILS 22R visibility to RVR 2400, increase S-LOC 22R Cat C/D visibility ¼ mile and circling Cat C/D visibility ½ mile. When using Hammond altimeter setting for inoperative MALSRs, increase S-ILS 22R visibility ½ mile, all Cats.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2200 direct BTR VORTAC.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95

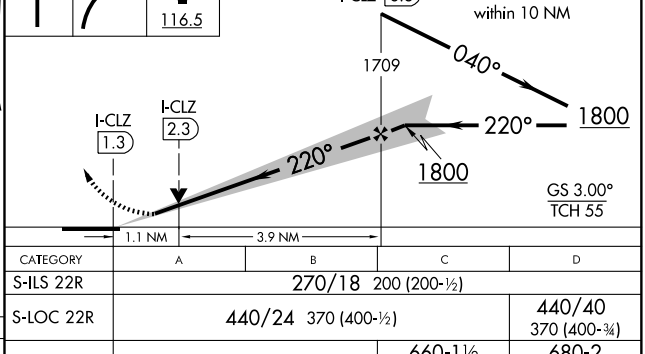




TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 22R	270/18 200 (200-½)			
S-LOC 22R	440/24 370 (400-½)			440/40 370 (400-¾)
CIRCLING	560-1 490 (500-1)		660-1½ 590 (600-1½)	680-2 610 (700-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

LOM BT	APP CRS	Rwy ldg	6689
284	311°	TDZE	70
		Apt Elev	70

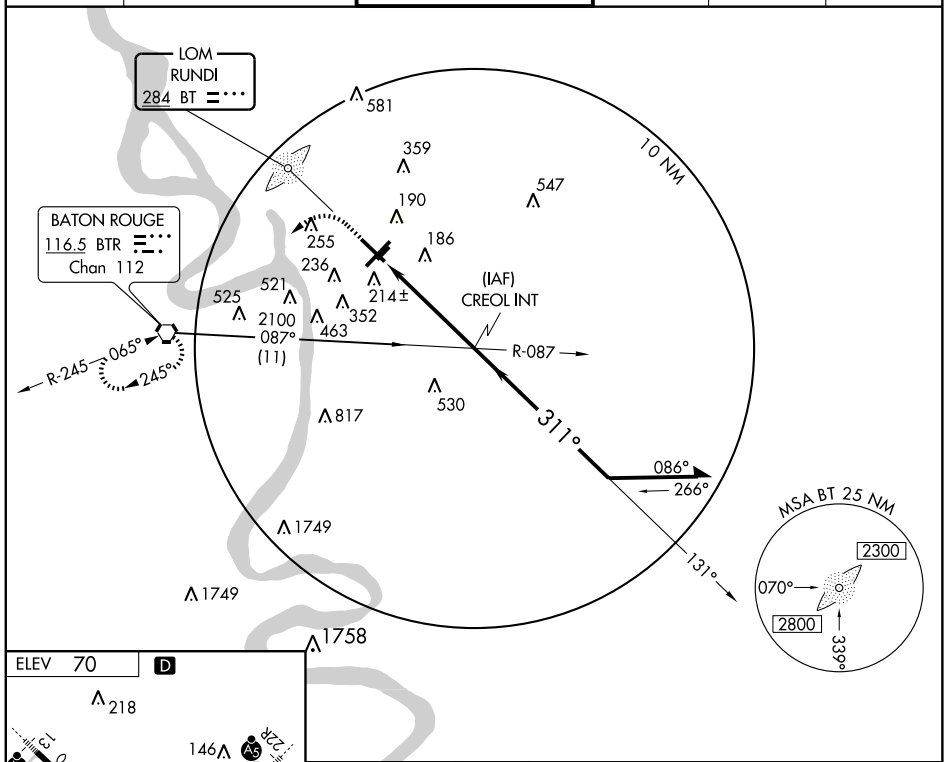
NDB RWY 31

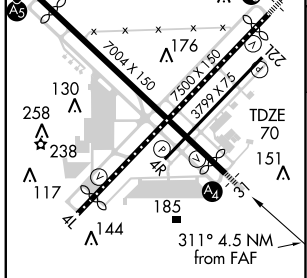
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

T A ASR — Inoperative table does not apply to Cats B and C. When VGSI inoperative, circling to Rwy 4L NA at night.

MALS — MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct BTR VORTAC and hold.

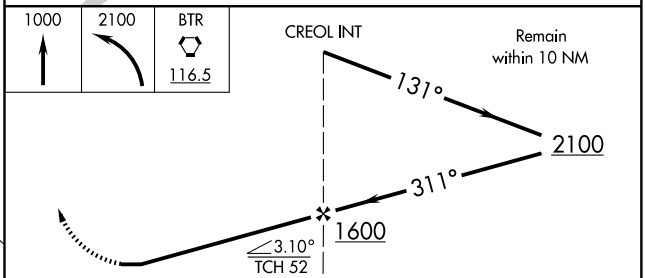
ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95





TDZ/CL Rwys 4L and 22R
HIRL Rwy 13-31 and 4L-22R L
MIRL Rwy 4R-22L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-31	880- ¾ 810 (900- ¾)	880-1 ¼ 810 (900-1 ¼)	880-2 ½ 810 (900-2½)	880-2 ¾ 810 (900-2¾)
CIRCLING	880-1 810 (900-1)	880-1 ¼ 810 (900-1 ¼)	880-2 ½ 810 (900-2½)	880-2 ¾ 810 (900-2¾)

SC-4, 17 DEC 2009 to 14 JAN 2010

WAAS Ch 81825 W04A	APP CRS 040°	Rwy ldg 6900 TDZE 69 Apt Elev 70

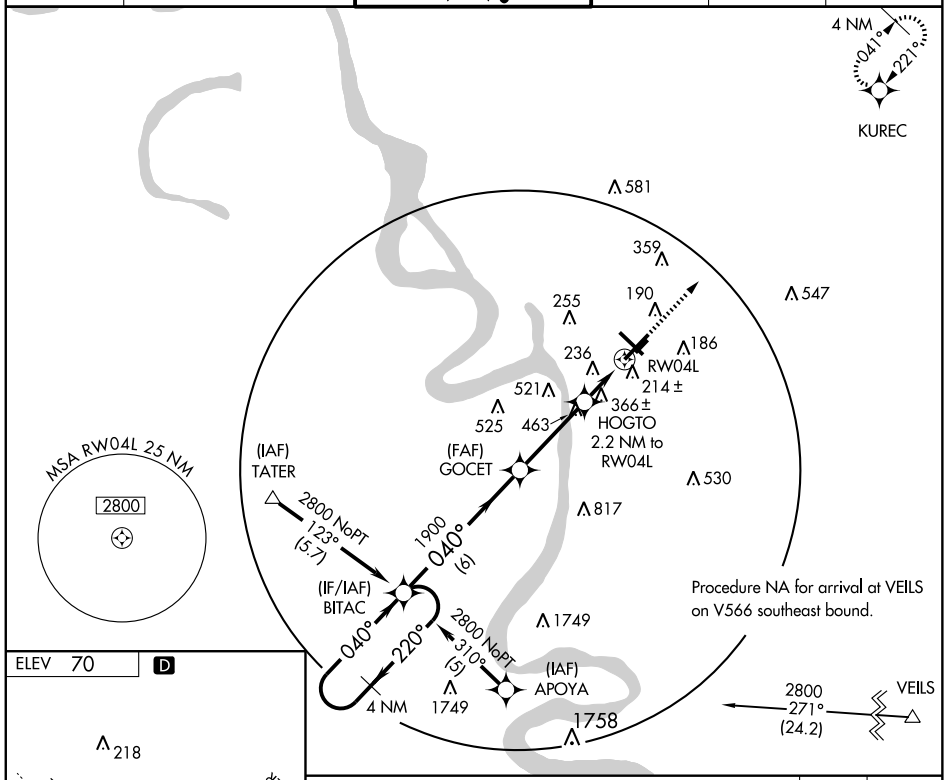
RNAV (GPS) RWY 4L
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

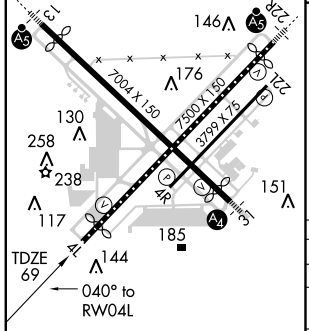
T A ASR

DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). If local altimeter not received, use Hammond Northshore Rgnl altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV NA when using Hammond Northshore Rgnl altimeter setting. When VGSI inoperative, straight-in/circling Rwy 4L procedure NA at night.

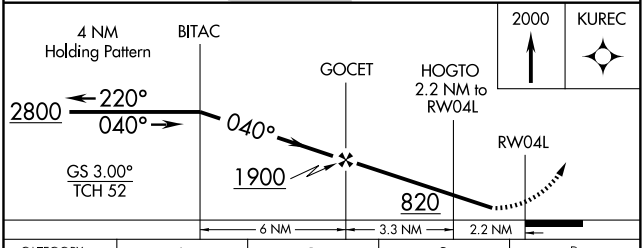
MISSED APPROACH: Climb to 2000 direct KUREC and hold.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95





TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L



CATEGORY	A	B	C	D
LPV DA	382-1 313 (400-1)			
LNAV/VNAV DA	667-2 598 (600-2)			
LNAV MDA	620-1 551 (600-1)		620-1½ 551 (600-1½)	620-1¾ 551 (600-1¾)
CIRCLING	680-2 610 (700-2)			

SC-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	6407
130°	TDZE	67
	Apt Elev	70

RNAV (GPS) RWY 13

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

T NA ASR

DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
When VGSI inoperative, circling to Rwy 4L NA at night.
Inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000.

MALSR A5

MISSED APPROACH: Climb to 2300 direct FADAD and hold.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95

(IAF) DOCET
2000 221° (8.9)
BOYAG
1400 130° (6.1)
2000 040° (8)
(IAF) ALIYA
(FAF) DUNAY
RW13
214±
MSA RW 13 25 NM
2800
581
359
547
255
190
186
236
525
521
463
352
530
817
1749
1749
FADAD
131°
311°
4 NM

ELEV 70 D

130° to RW13
218
146
A5
A5
22R
13
TDZE 67
176
7004 X 150
7500 X 150
3799 X 75
22L
130
258
238
151
4R
4L
117
185
144
A1
31

TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

Procedure Turn NA
2000
GS 3.00°
TCH 59
BOYAG
130°
DUNAY
1400
*1.3 NM to RW13
*LNAV only
RW13
2300
FADAD
6.1 NM
2.7 NM
1.3

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	540/50 473 (500-1)			
LNAV MDA	540/40 473 (500-¾)			540/50 473 (500-1)
CIRCLING	560-1½ 490 (500-1½)		660-1½ 590 (600-1½)	680-2 610 (700-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

WAAS Ch 86225 W22A	APP CRS 221°	Rwy ldg 7076 TDZE 70 Apt Elev 70

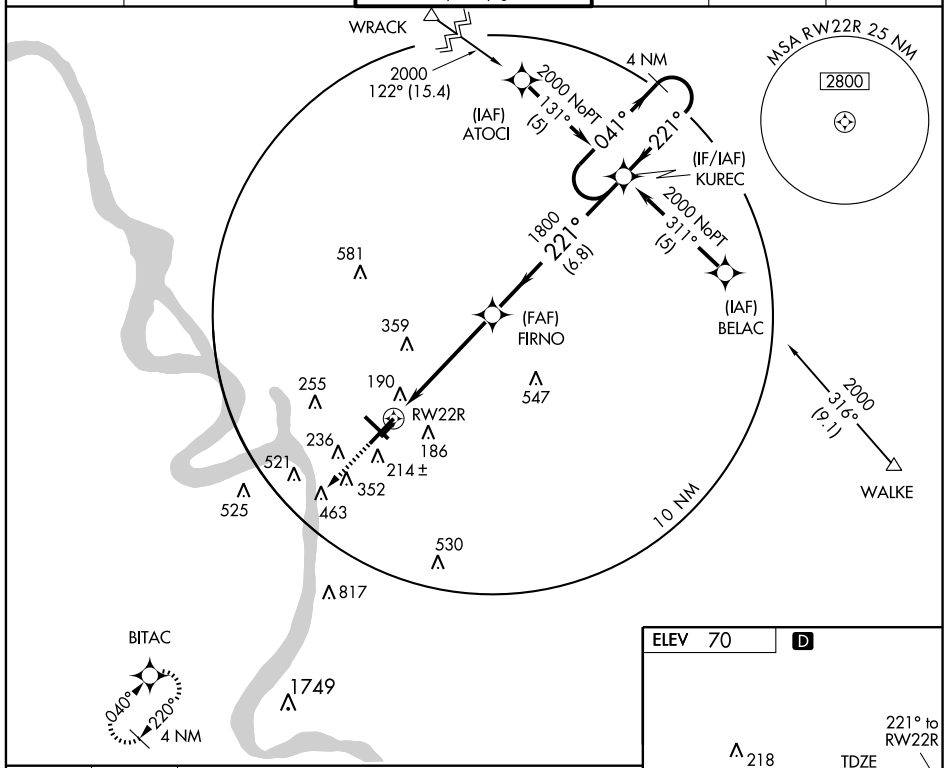
RNAV (GPS) RWY 22R
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

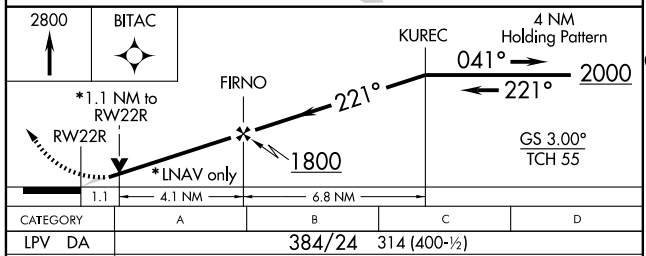
ASR: DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). If local altimeter not received, use Hammond Northshore Rgnl altimeter setting and increase all DAs/MDAs 100 feet. For inoperative MALSR increase LPV visibility to RVR 5000 all CATs. Baro-VNAV and VDP NA when using Hammond Northshore Rgnl altimeter setting. When VGSI inoperative, circling Rwy 4L NA at night.

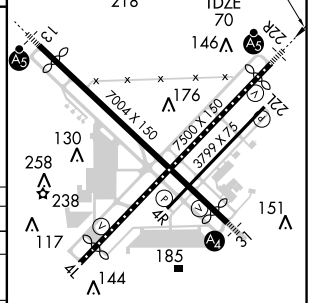
MALSR

MISSED APPROACH: Climb to 2800 direct BITAC and hold.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95







TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

CATEGORY	A	B	C	D
LPV DA	384/24 314 (400-½)			
LNAV/VNAV DA	529/50 459 (500-1)			
LNAV MDA	480/24 410 (500-½)		480/40 410 (500-¾)	480/50 410 (500-1)
CIRCLING	560-1½ 490 (500-1½)		660-1½ 590 (600-1½)	680-2 610 (700-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

WAAS Ch 90125 W31A	APP CRS 311°	Rwy ldg 6689 TDZE 70 Apt Elev 70

RNAV (GPS) RWY 31
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

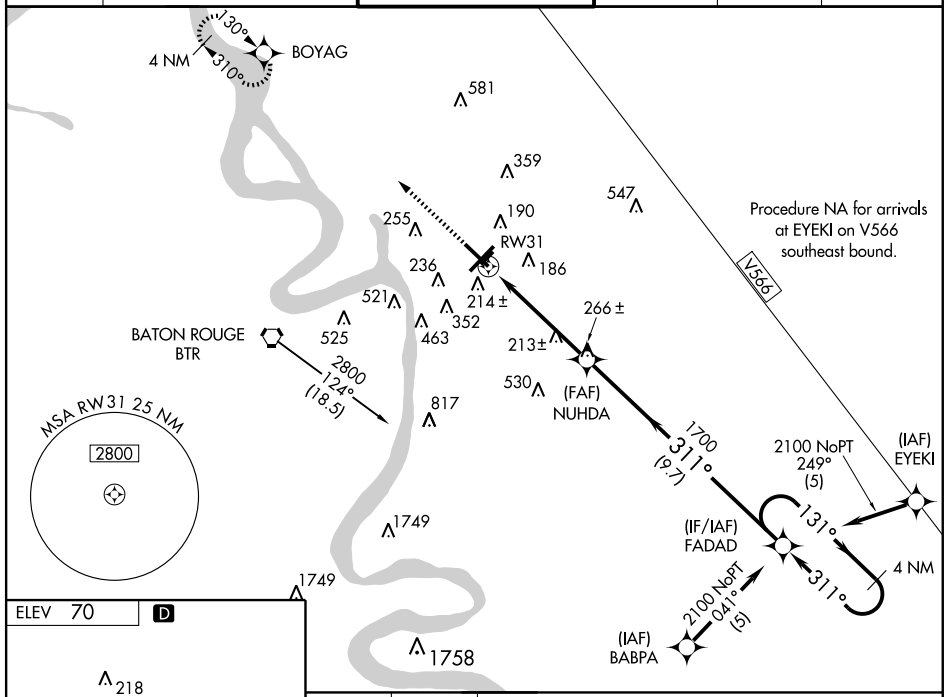
ASR

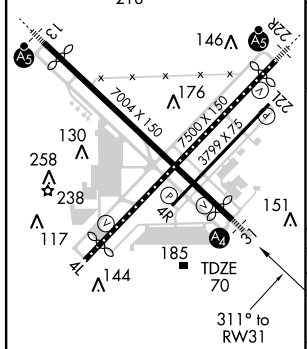
DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). If local altimeter not received, use Hammond Northshore Rgnl altimeter setting and increase all DAs/MDAs 100 feet. BARO-VNAV and VDP NA when using Hammond Northshore Rgnl altimeter setting. Inoperative table does not apply to LPV, LNAV/VNAV all Cats and LNAV Cats C and D. When VGSI inoperative, circling Rwy 4L NA at night.

MALS

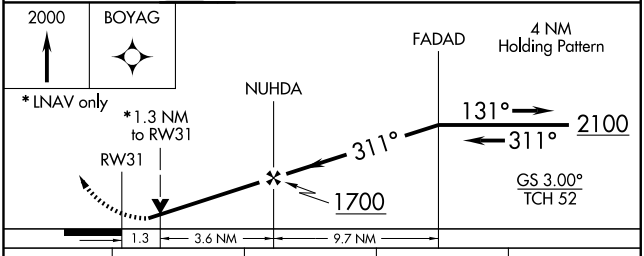
MISSED APPROACH: Climb to 2000 direct BOYAG and hold.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) (L) 257.8	121.9	119.4	122.95





TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R (L)
MIRL Rwy 4R-22L



CATEGORY	A	B	C	D
LPV DA	394-1 324 (400-1)			
LNAV/VNAV DA	462-1¼ 392 (400-1¼)			
LNAV MDA	520-¾ 450 (500-¾)		520-1¼ 450 (500-1¼)	520-1½ 450 (500-1½)
CIRCLING	560-1¼ 490 (500-1¼)		660-1½ 590 (600-1½)	680-2 610 (700-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

VORTAC BTR	APP CRS	Rwy ldg	7076
116.5	240°	TDZE	70
Chan 112		Apt Elev	70

VOR/DME RWY 22R

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

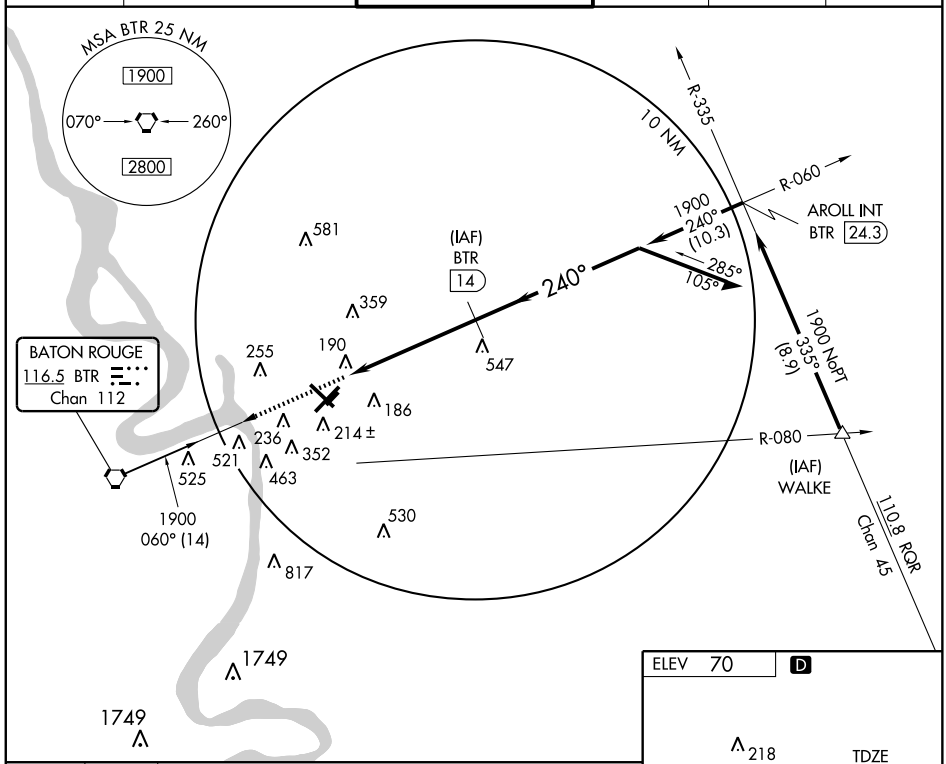
ASR

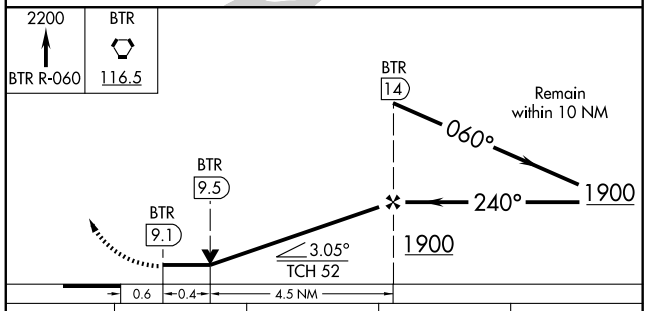
When VGSI inoperative, circling to Rwy 4L NA at night. Inoperative table does not apply.

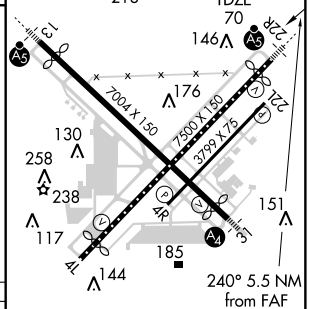
MALSR

MISSED APPROACH: Climb to 2200 via BTR R-060 to BTR VORTAC.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95







CATEGORY	A	B	C	D
S-22R	480/50 410 (500-1)		480/60 410 (500-1¼)	
CIRCLING	560-1 490 (500-1)		660-1½ 590 (600-1½)	680-2 610 (700-2)

TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

VORTAC BTR	APP CRS	Rwy ldg	6900
116.5	065°	TDZE	70
Chan 112		Apt Elev	70

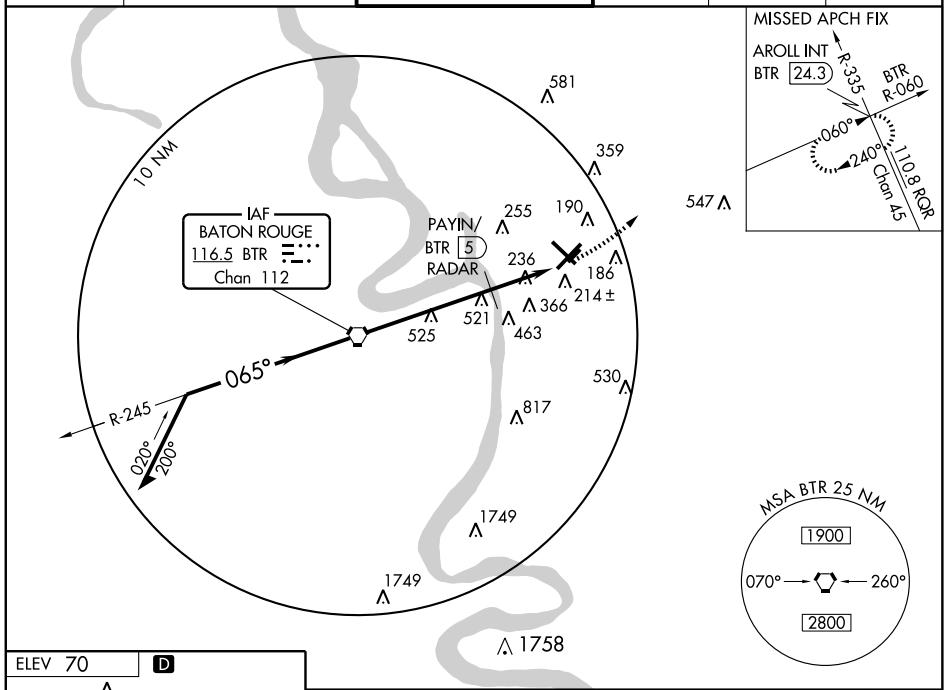
VOR RWY 4L

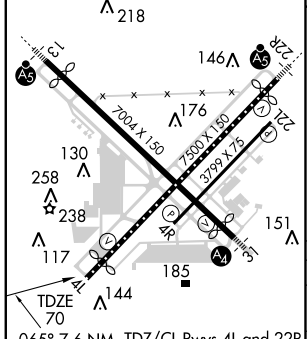
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

ASR: NoPT for arrivals on BTR VORTAC airway radials 239 CW 301. When VGSI inoperative, straight-in/circling Rwy 4L procedure NA at night.

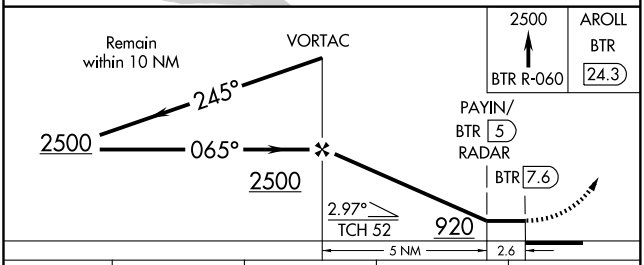
MISSED APPROACH: Climb to 2500 via BTR R-060 to AROLL INT and hold.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95





FAF to MAP 7.6 NM					
Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32



CATEGORY	A	B	C	D
S-4L	920-1 850 (900-1)	920-1¼ 850 (900-1¼)	920-2½ 850 (900-2½)	920-2¾ 850 (900-2¾)
CIRCLING	920-1 850 (900-1)	920-1¼ 850 (900-1¼)	920-2½ 850 (900-2½)	920-2¾ 850 (900-2¾)
PAYIN FIX MINIMUMS				
S-4L	620-1 550 (600-1)		620-1½ 550 (600-1½)	620-1¾ 550 (600-1¾)
CIRCLING	620-1 550 (600-1)		660-1½ 590 (600-1½)	680-2 610 (700-2)

LOC I-BXA	APP CRS	Rwy ldg	4406
111.1	183°	TDZE	119
		Apt Elev	119

LOC RWY 18

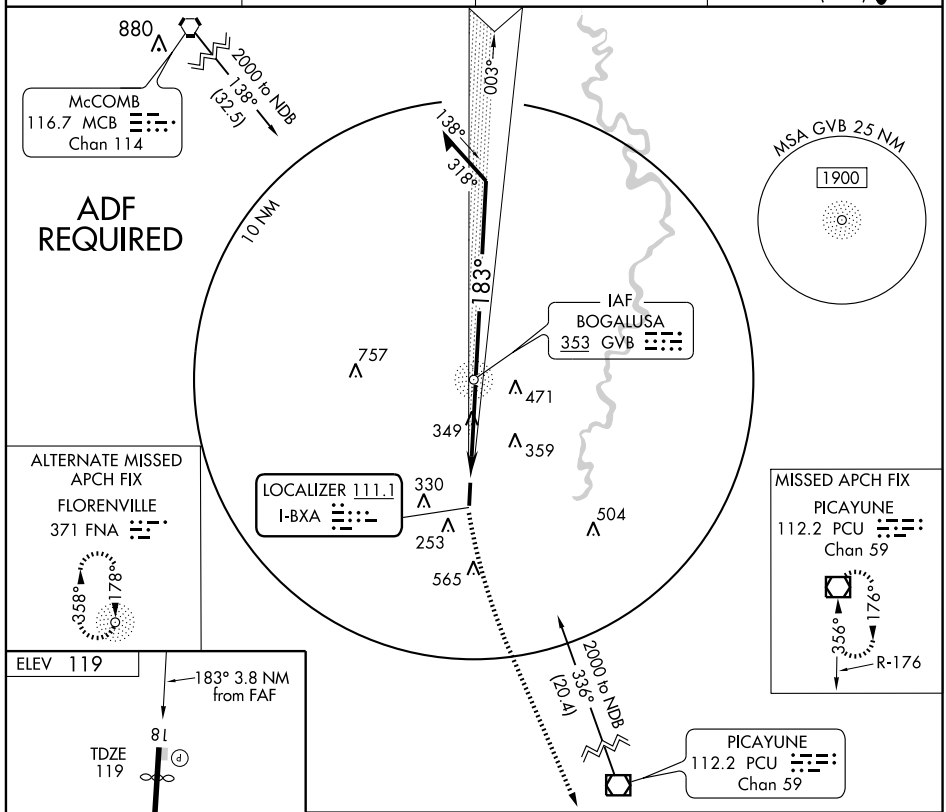
BOGALUSA/ GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

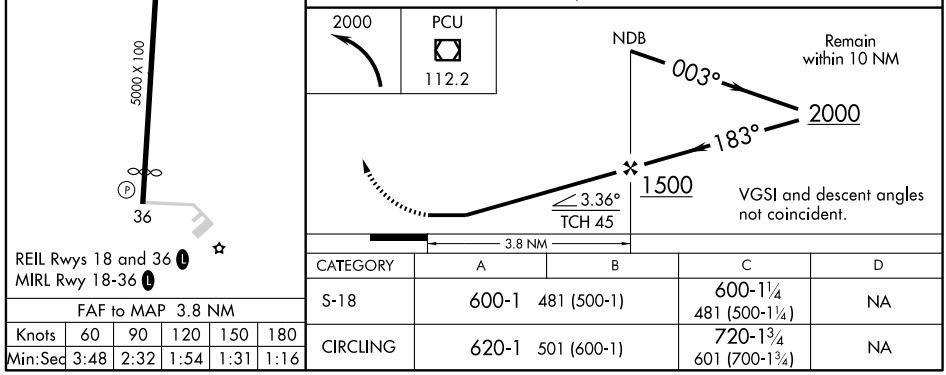
Visibility reduction by helicopters NA. When local altimeter setting not received; use Lakefront altimeter setting and increase all MDA 140 feet; increase S-18 Cat C visibility ½ mile and Circling Cat C visibility ½ mile. ADF Required

NA

MISSED APPROACH: Climbing left turn to 2000 direct PCU VOR/DME and hold.

AWOS-3	HOUSTON CENTER	GCO	UNICOM
118.025	126.8 327.8	135.075	122.8 (CTAF) L





FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D
S-18	600-1 481 (500-1)		600-1¼ 481 (500-1¼)	NA
CIRCLING	620-1 501 (600-1)		720-1¾ 601 (700-1¾)	NA

SC-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 72613 W18A	APP CRS 183°	Rwy ldg 4406 TDZE 119 Apt Elev 119

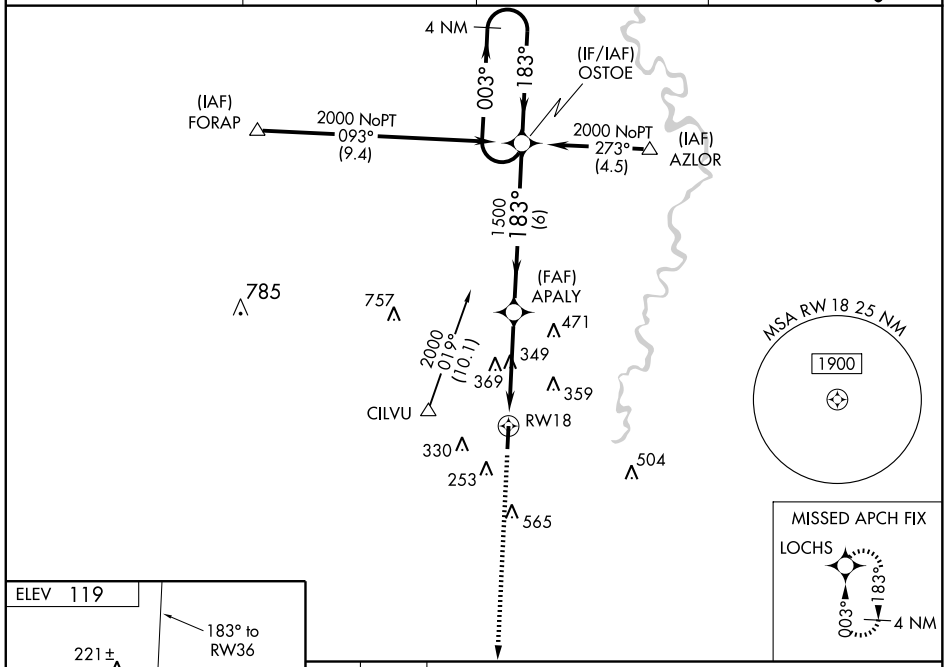
RNAV (GPS) RWY 18

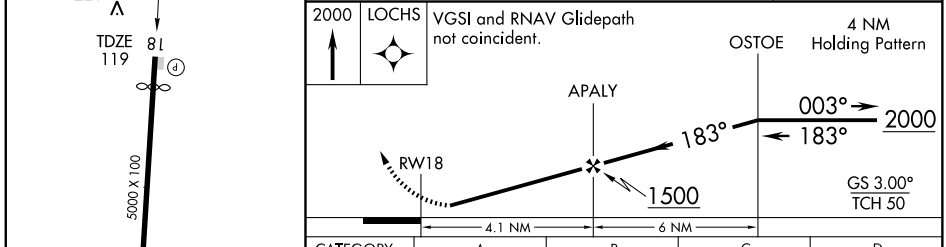
BOGALUSA/ GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

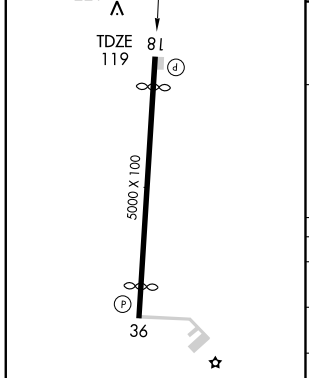
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Lakefront altimeter setting. When local altimeter setting not received, use Lakefront altimeter setting and increase all DA 124 feet and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats. visibility ½ mile, increase LNAV Cat. C visibility ¼ mile, and increase Circling Cat. C visibility ½ mile.

MISSED APPROACH: Climb to 2000 direct LOCHS and hold.

AWOS-3	HOUSTON CENTER	GCO	UNICOM
118.025	126.8 327.8	135.075	122.8 (CTAF) L







REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
LPV DA	463-1¼ 344 (400-1¼)			NA
LNAV/VNAV DA	532-1½ 413 (500-1½)			NA
LNAV MDA	620-1 501 (600-1)		620-1½ 501 (600-1½)	NA
CIRCLING	620-1 501 (600-1)		720-1¾ 601 (700-1¾)	NA

SC-4. 17 DEC 2009 to 14 JAN 2010

WAAS CH 62913 W36A	APP CRS 003°	Rwy ldg 4395 TDZE 117 Apt Elev 119

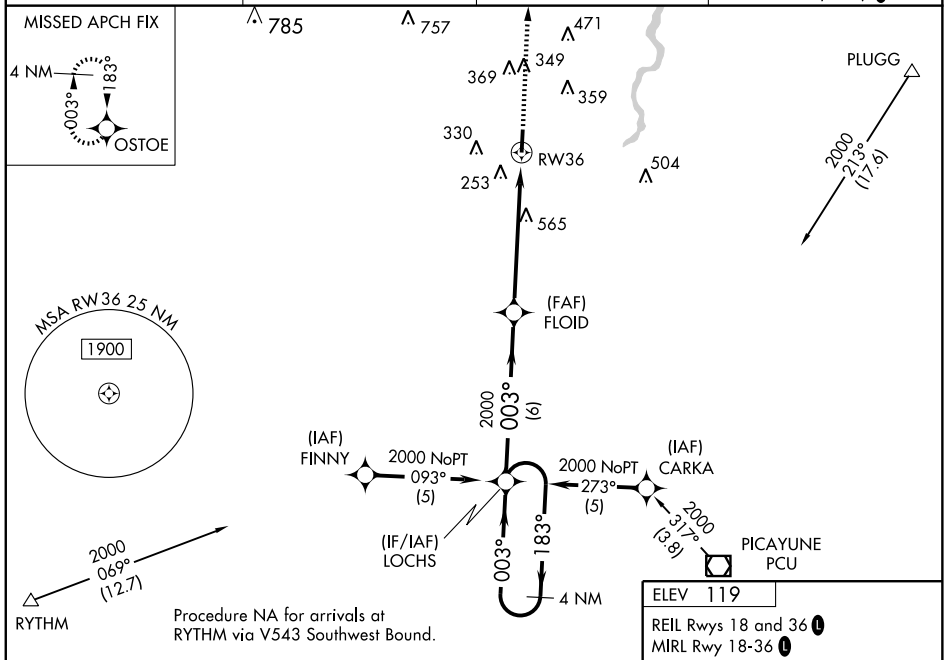
RNAV (GPS) RWY 36

BOGALUSA/ GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

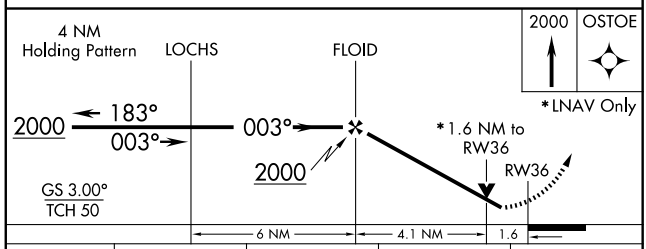
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Lakefront altimeter setting. When local altimeter setting not received, use Lakefront altimeter setting and increase all DA 124 feet and all MDA 140 feet, increase LPV all Cats. visibility ½ mile, increase LNAV and Circling Cat. B visibility ¼ mile, increase LNAV and Circling Cat. C visibility ½ mile, increase LNAV/VNAV all Cats. visibility 1 mile.

MISSED APPROACH: Climb to 2000 direct OSTOE and hold.

AWOS-3	HOUSTON CENTER	GCO	UNICOM
118.025	126.8 327.8	135.075	122.8 (CTAF) L



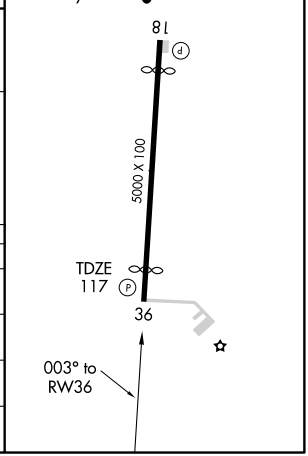
Procedure NA for arrivals at RYTHM via V543 Southwest Bound.



CATEGORY	A	B	C	D
LPV DA	470-1¼ 353 (400-1¼)			NA
LNAV/VNAV DA	981-3 864 (900-3)			NA
LNAV MDA	820-1 703 (800-1)		820-2 703 (800-2)	NA
CIRCLING	820-1 701 (800-1)		820-2 701 (800-2)	NA

ELEV 119

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L



SC-4, 17 DEC 2009 to 14 JAN 2010

PCU VOR/DME	APP CRS	Rwy ldg N/A
112.2	150°	TDZE N/A
Chan 59		Apt Elev 119

VOR/DME-A

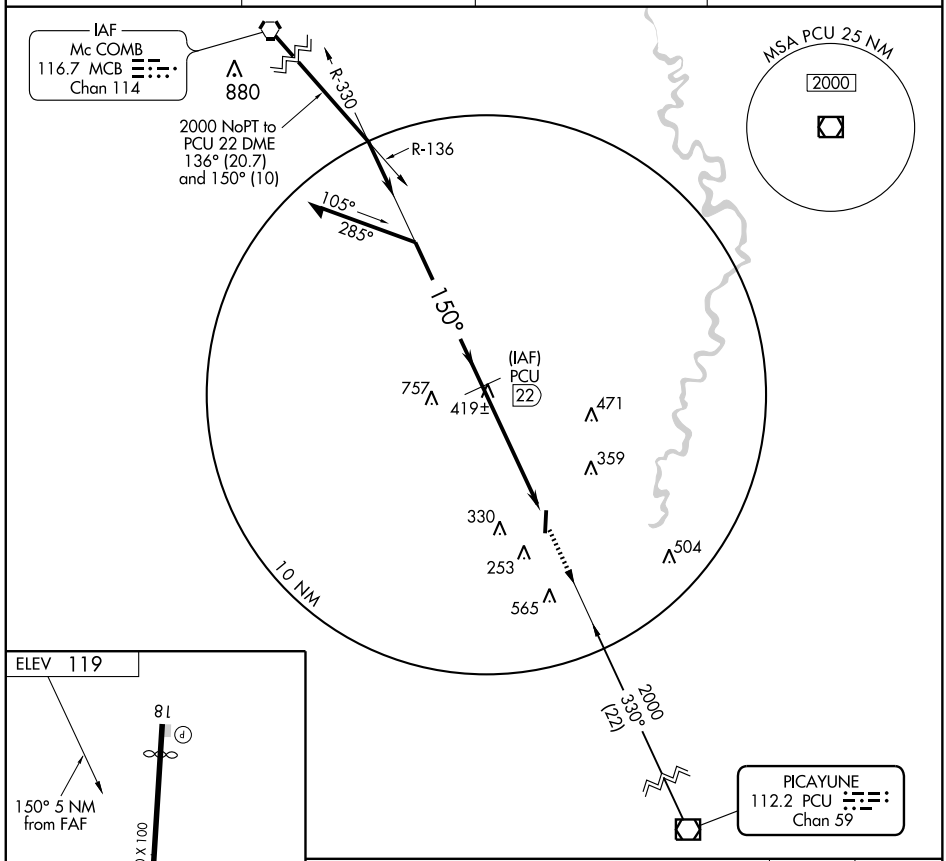
BOGALUSA/GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

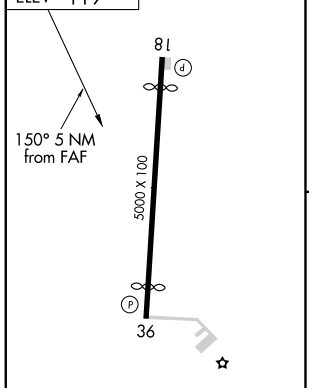
If local altimeter setting not received; use New Orleans Lakefront altimeter setting and increase all MDAs 220 feet.

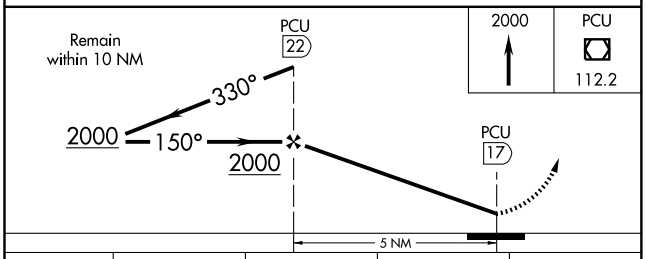
NA

MISSED APPROACH: Climb to 2000 direct PCU VOR/DME.

AWOS-3	HOUSTON CENTER	GCO	UNICOM
118.025	126.8 327.8	135.075	122.8 (CTAF) L

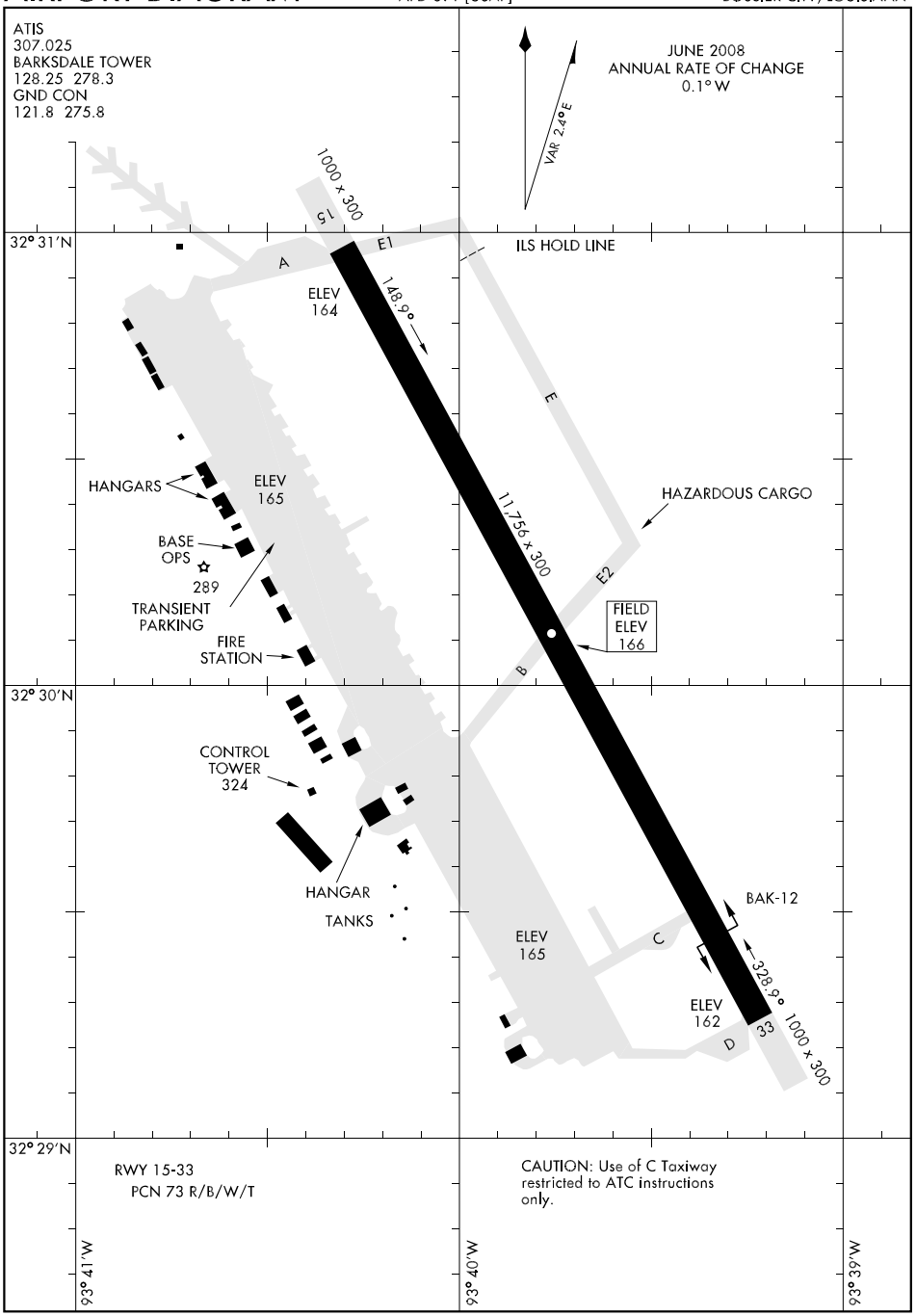






REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
CIRCLING	680-1 561 (600-1)		720-1¾ 601 (700-1¾)	NA


ATIS
307.025
BARKSDALE TOWER
128.25 278.3
GND CON
121.8 275.8
JUNE 2008
ANNUAL RATE OF CHANGE
0.1° W
VAR 2.4° E
1000 x 300
15
E1
A
ELEV
164
148.9°
ILS HOLD LINE
E
32° 31′N
HANGARS
ELEV
165
BASE
OPS
289
TRANSIENT
PARKING
FIRE
STATION
11,756 x 300
HAZARDOUS CARGO
E2
FIELD
ELEV
166
B
32° 30′N
CONTROL
TOWER
324
HANGAR
TANKS
BAK-12
C
ELEV
165
328.9°
ELEV
162
33
D
1000 x 300
32° 29′N
RWY 15-33
PCN 73 R/B/W/T
CAUTION: Use of C Taxiway
restricted to ATC instructions
only.
93° 41′W
93° 40′W
93° 39′W

HI-ILS RWY 15

LOC I-JKC	APCH CRS	Rwy ldg 11,756 TDZE 166 Arpt Elev 166
108.9	146°	

JAL-391 [USAF]

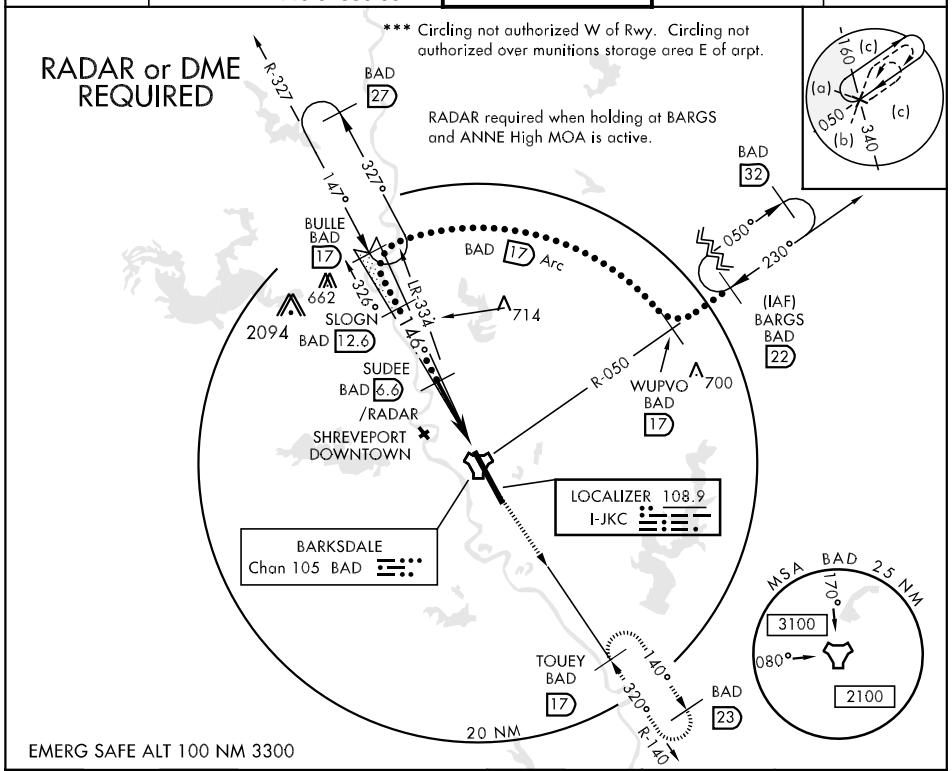
BARKSDALE AFB (KBAD)

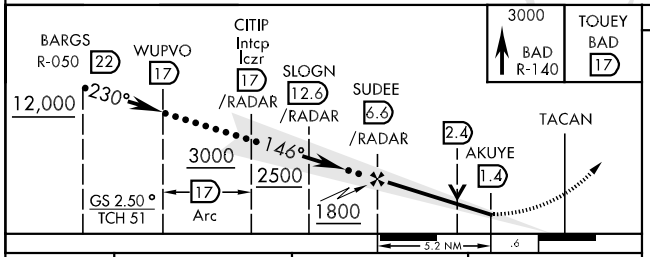
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ mile, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

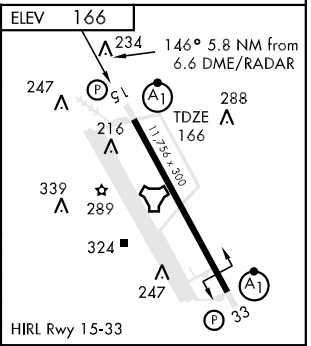
ALSF-1

MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 327.0 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	







CATEGORY	C	D	E
S-ILS 15 *	366/24 200 (200-½)		
S-LOC 15 **	640/40 474 (500-¾)	640/50 474 (500-1)	640/60 474 (500-1¼)
CIRCLING ***	NOT AUTHORIZED	720-2 554 (600-2)	780-2¼ 614 (700-2¼)
S-ASR 15 **	660/40 494 (500-¾)	660/50 494 (500-1)	660/60 494 (500-1¼)

FAF to MAP 5.2 NM					
Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

HI-ILS Y RWY 33

LOC I-BAD	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.9	326°	11,756 / 163 / 166

JAL-391 [USAF]

BARKSDALE AFB (KBAD)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase vis CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 3100 direct to EIC VORTAC and hold.

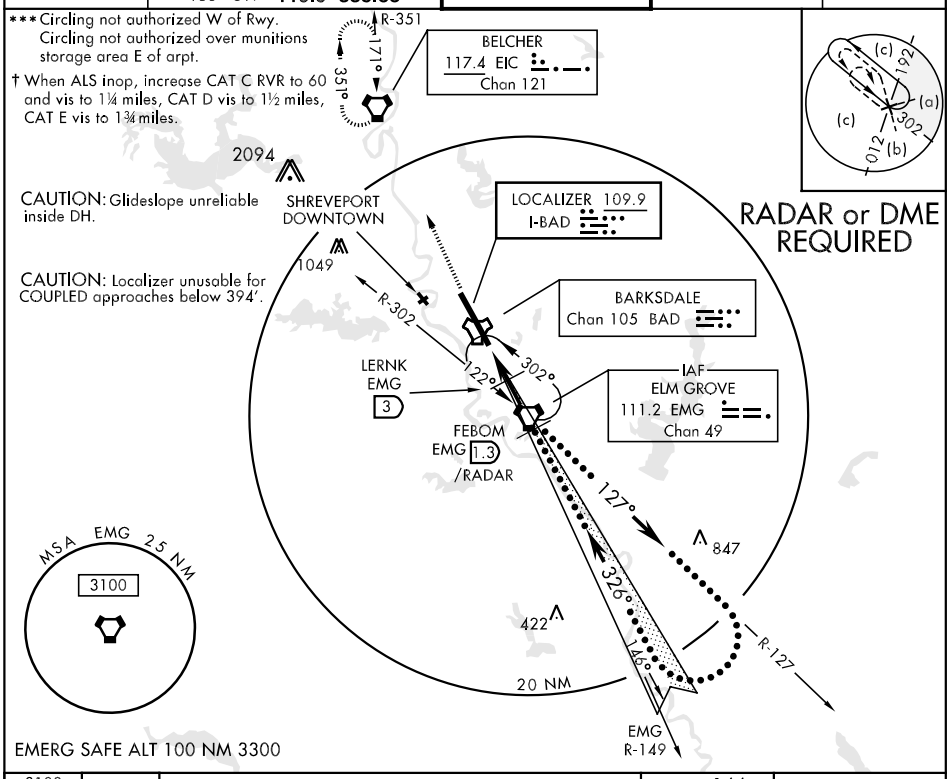
ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 327.0 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

*** Circling not authorized W of Rwy.
Circling not authorized over munitions storage area E of arpt.

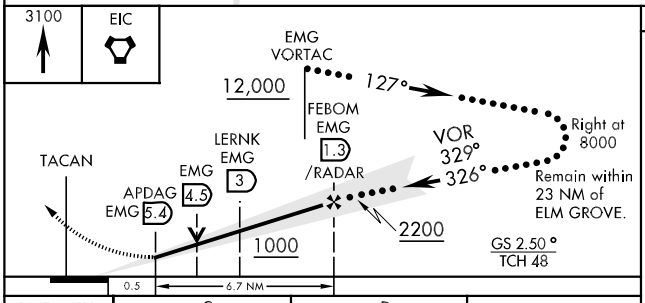
† When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

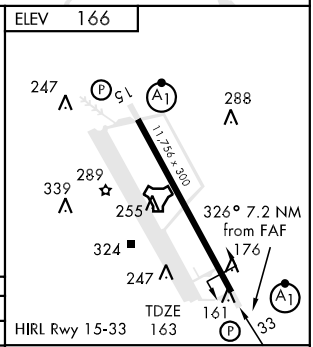
CAUTION: Glideslope unreliable inside DH.

CAUTION: Localizer unusable for COUPLED approaches below 394'.



EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-ILS 33*	363/24 200 (200-½)		
S-LOC 33**	620/40 457 (500-¾)	620/50 457 (500-1)	
CIRCLING ***	NOT AUTHORIZED	720-2 554 (600-2)	780-2¼ 614 (700-2¼)
S-ASR 33 †	660/40 497 (500-¾)	660/50 497 (500-1)	660/60 497 (500-1¼)

FAF to MAP 6.7 NM

Knots	120	140	160	180	200
Min:Sec	2:42	2:19	2:01	1:48	1:37

HI-ILS Z RWY 33

LOC I-BAD	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.9	326°	11,756 / 163 / 166

JAL-391 [USAF]

BARKSDALE AFB (KBAD)

*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 3100 direct to EIC VORTAC and hold.

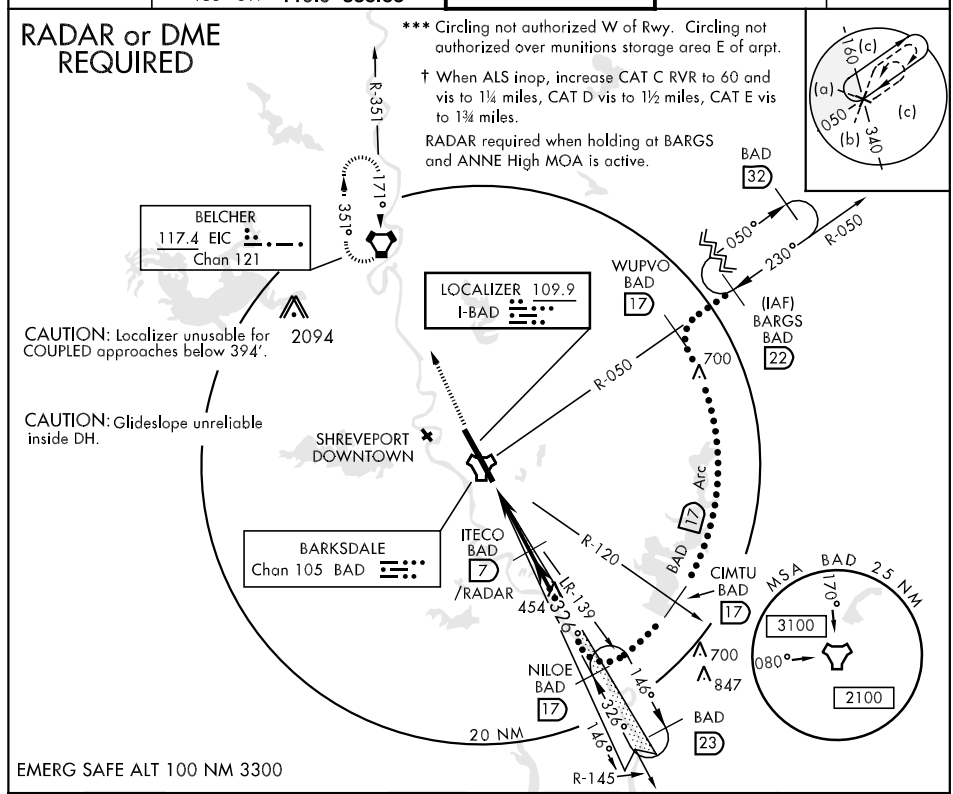
ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 327.0 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

RADAR or DME REQUIRED

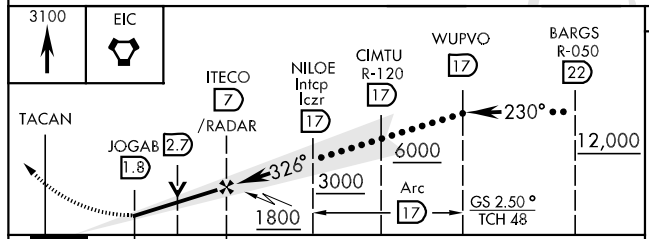
*** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

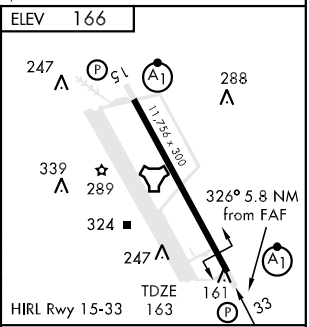
† When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

RADAR required when holding at BARGS and ANNE High MOA is active.



EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-ILS 33 *	363/24 200 (200-½)		
S-LOC 33**	620/40 457 (500-¾)	620/50 457 (500-1)	
CIRCLING ***	NOT AUTHORIZED	720-2 554 (600-2)	780-2¼ 614 (700-2¼)
S-ASR 33 †	660/40 497 (500-¾)	660/50 497 (500-1)	660/60 497 (500-1¼)

FAF to MAP 5.2 NM					
Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

HI-TACAN RWY 15

TACAN	APCH CRS	Rwy ldg	11,756
BAD Chan 105	155°	TDZE	166
		Arpt Elev	166

JAL-391 [USAF]

BARKSDALE AFB (KBAD)

*When ALS inop, increase vis CAT C RVR to 60 and vis to 1¼ mile, CAT D vis to 1½ mile, CAT E vis to 1¾ miles.
**Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

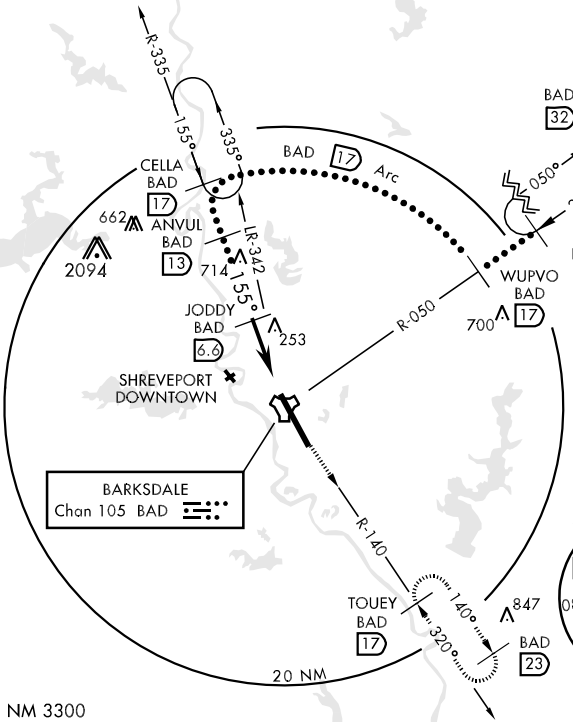
ALSF-1

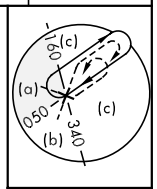
MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.

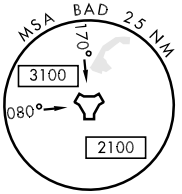
ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 327.0 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

*** When ALS inop, increase vis all CAT ½ mile.

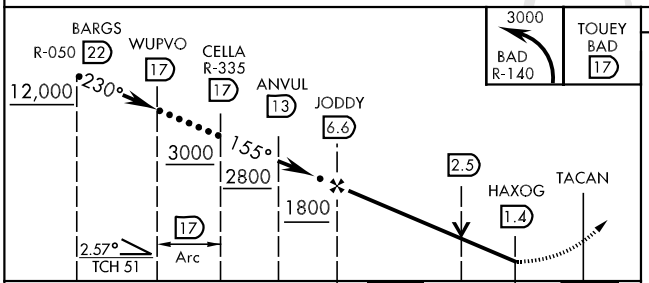
RADAR required when holding at BARGS and ANNE High MOA is active.

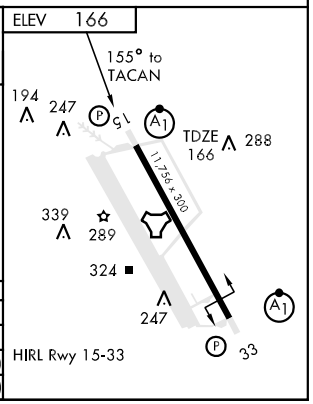






EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-15 *	800/60 634 (700-1¼)	800-1½ 634 (700-1½)	800-1¾ 634 (700-1¾)
CIRCLING**	NOT AUTHORIZED	800-2 634 (700-2)	800-2¼ 634 (700-2¼)
S-ASR 15***	660/40 494 (500-¾)	660/50 494 (500-1)	660/60 494 (500-1¼)

HI-TACAN RWY 33

TACAN	APCH CRS	Rwy ldg	11,756
BAD Chan 105	320°	TDZE	163
		Arpt Elev	166

JAL-391 [USAF]

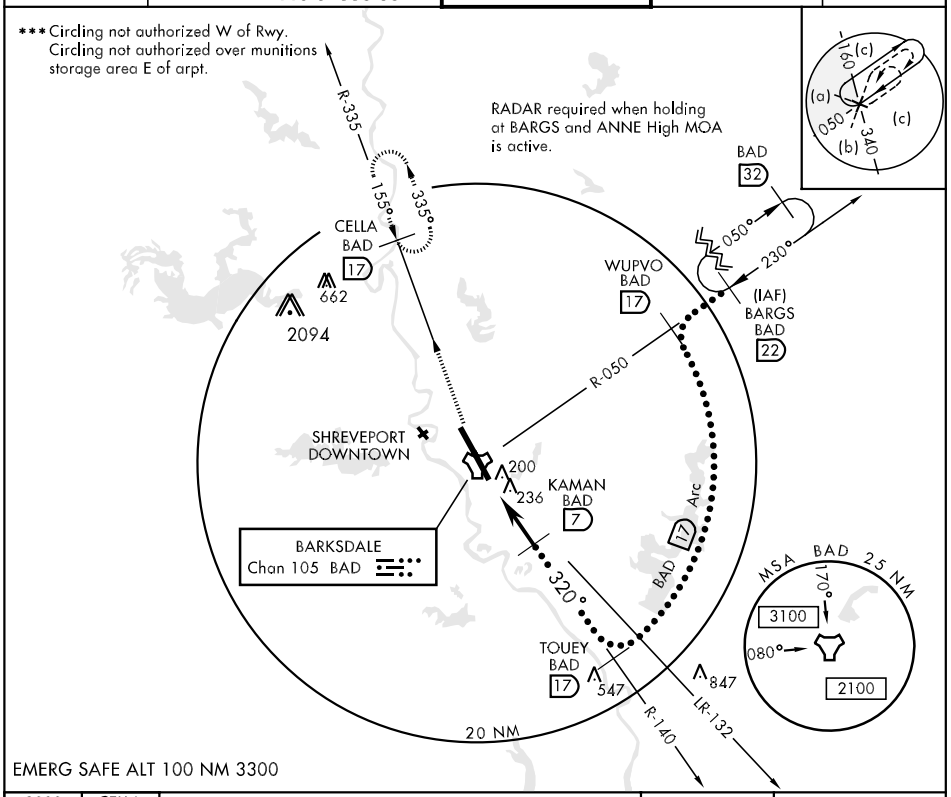
BARKSDALE AFB (KBAD)

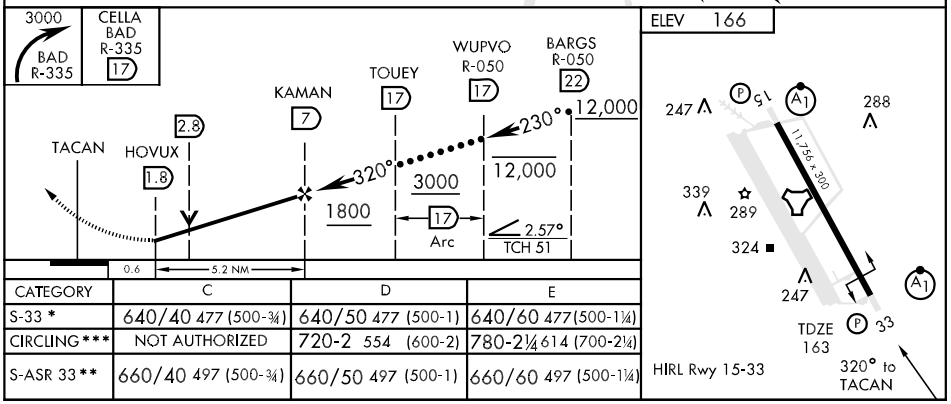
* When ALS inop, increase vis all CAT ½ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 via BAD R-335 direct CELLA and hold.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 327.0 153°-319° 119.9 335.55	128.8 278.3	121.8 275.8	





CATEGORY	C	D	E
S-33 *	640/40 477 (500-¾)	640/50 477 (500-1)	640/60 477 (500-1¼)
CIRCLING ***	NOT AUTHORIZED	720-2 554 (600-2)	780-2¼ 614 (700-2¼)
S-ASR 33 **	660/40 497 (500-¾)	660/50 497 (500-1)	660/60 497 (500-1¼)

HI-VOR/DME RWY 33

VORTAC EMG	APCH CRS	Rwy ldg 11,756
111.2	323°	TDZE 163
Chan 49		Arpt Elev 166

JAL-391 [USAF]

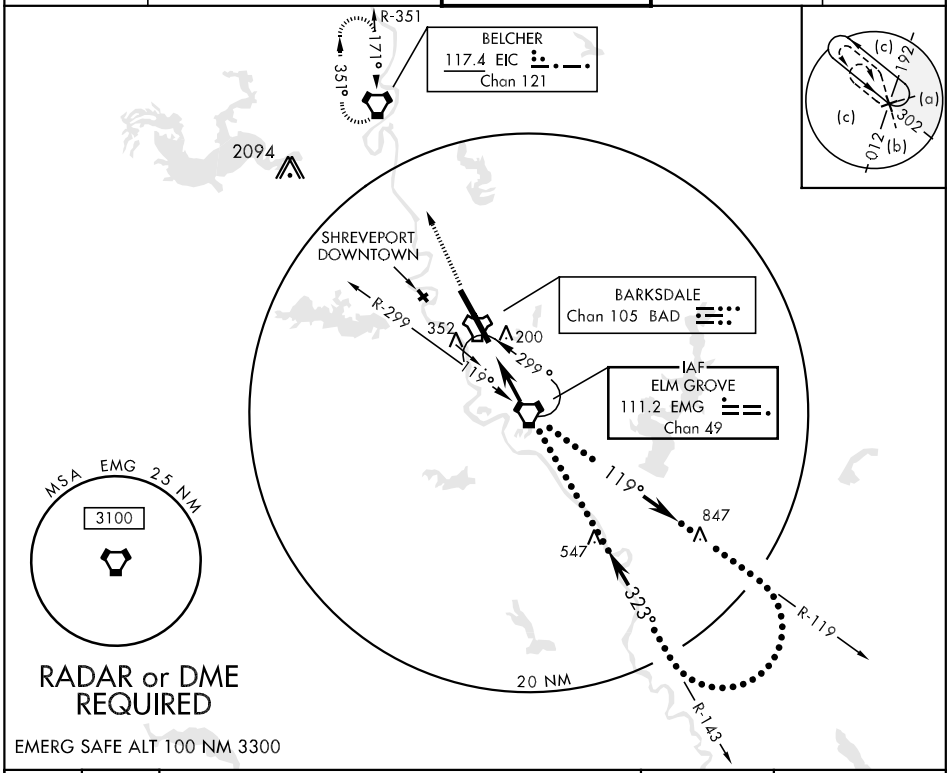
BARKSDALE AFB (KBAD)

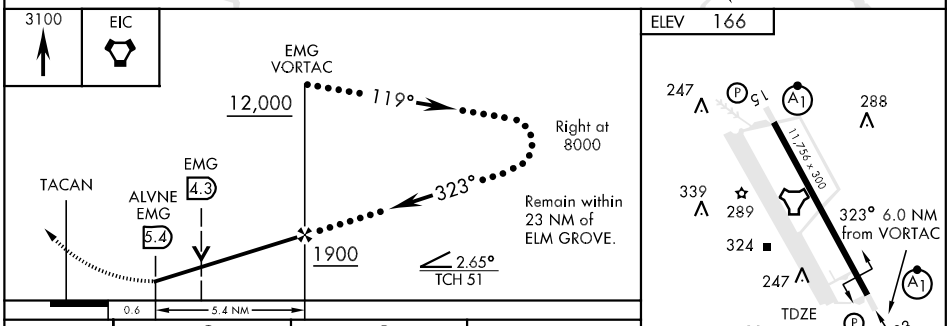
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

ALSF-1

MISSED APPROACH: Climb to 3100 direct to EIC VORTAC and hold.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 327.0 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	





CATEGORY	C	D	E
S-33 *	660/40 497 (500-¾)	660/50 497 (500-1)	660/60 497 (500-1¼)
CIRCLING **	NOT AUTHORIZED	720-2 554 (600-2)	780-2¼ 614 (700-2¼)
S-ASR 33 *	660/40 497 (500-¾)	660/50 497 (500-1)	660/60 497(500-1¼)

FAF to MAP 5.4 NM

Knots	120	140	160	180	200
Min:Sec	2:42	2:19	2:01	1:48	1:37

ILS RWY 33

LOC I-BAD	APCH CRS	Rwy ldg / TDZE / Arpt Elev	AL-391 [USAF]	BARKSDALE AFB (KBAD)
109.9	326°	11,756 / 163 / 166		

* When ALS inop, increase RVR to 40 and vis to ¾ miles.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

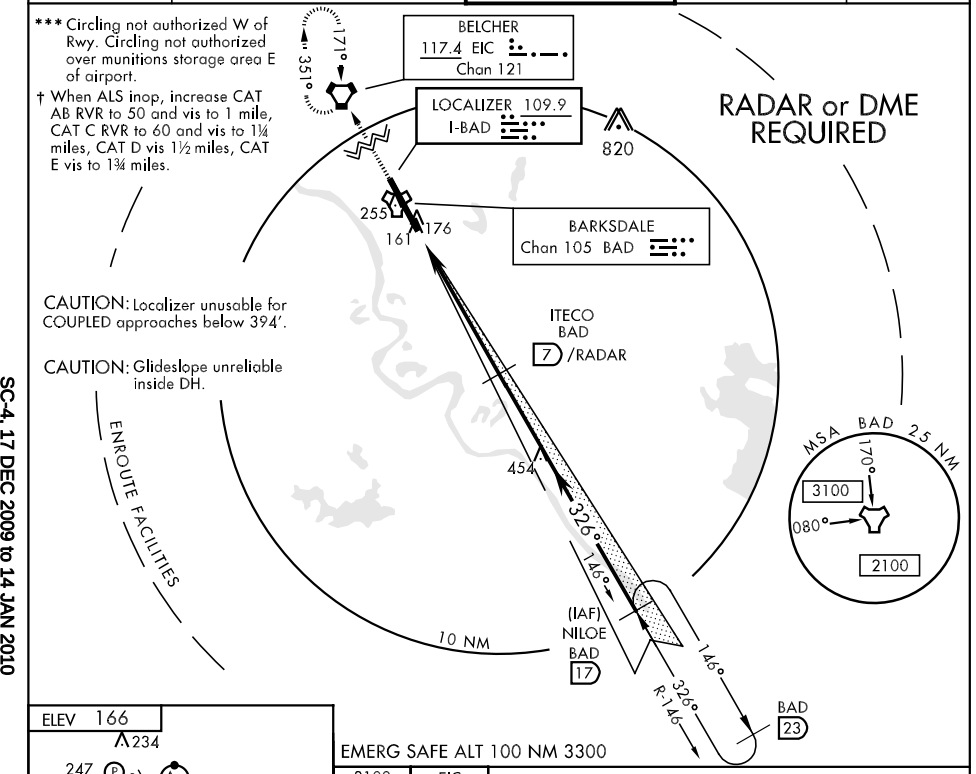
ALSF-1

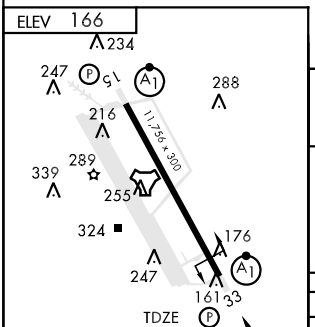
MISSED APPROACH: Climb to 3100 direct EIC VORTAC and hold.

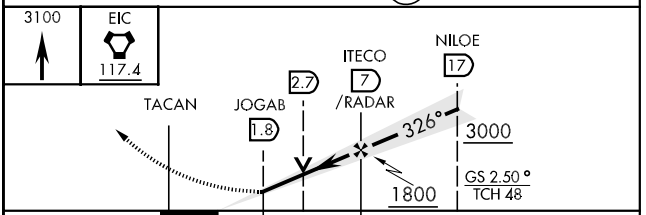
ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 327.0 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

*** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of airport.

† When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis 1½ miles, CAT E vis to 1¾ miles.







FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D	E
S-ILS 33 *	363/24		200	(200-½)	
S-LOC 33**	620/24 457 (500-½)		620/40 457 (500-¾)	620/50 457 (500-1)	
CIRCLING***	NOT AUTHORIZED			720-2 554 (600-2)	780-2¼ 614(700-2¼)
S-ASR 33 †	660/24 497 (500-½)		660/40 497(500-¾)	660/50 497 (500-1)	660/60 497(500-1¼)

ILS Y RWY 15

LOC I-JKC	APCH CRS	Rwy ldg 11,756 TDZE 166 Arpt Elev 166
108.9	146°	

AL-391 [USAF]

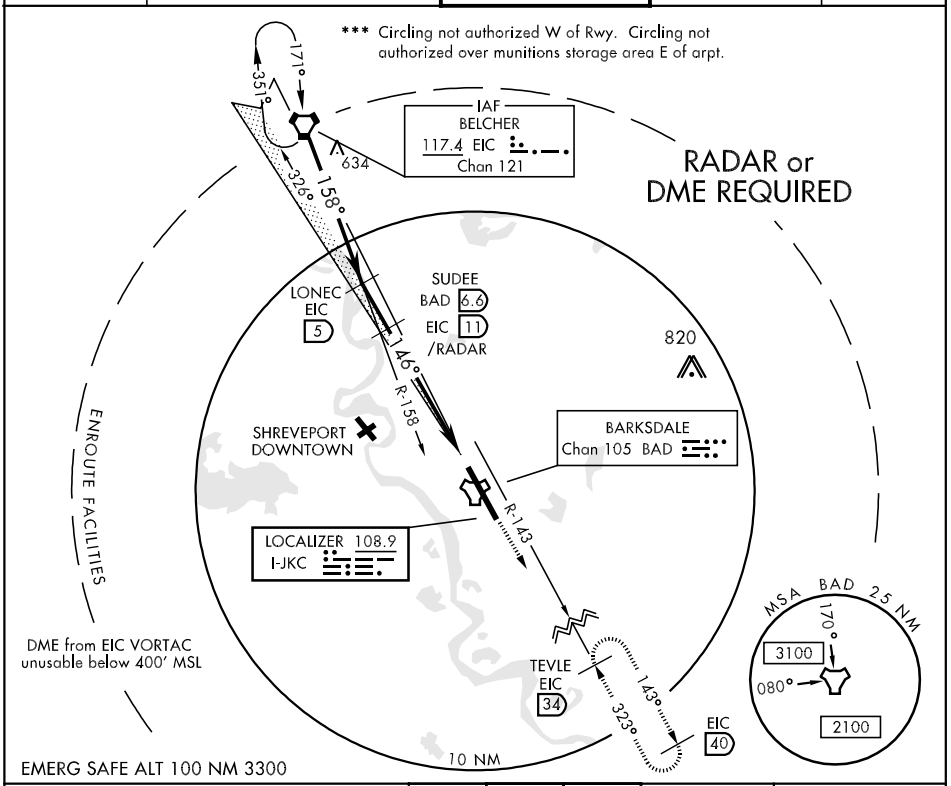
BARKSDALE AFB (KBAD)

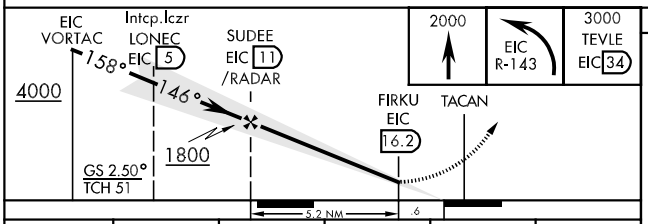
*When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ mile, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

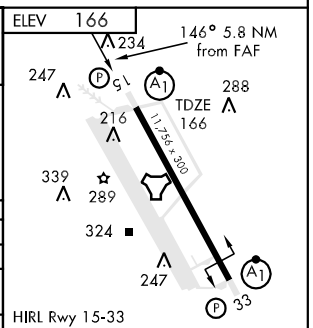
ALSF-1

MISSED APPROACH: Climb to 2000, turn left to join EIC VORTAC R-143 outbound direct TEVLE (EIC 34 DME) and hold, maintain 3000.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 327.0 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	







CATEGORY	A	B	C	D	E
S-ILS 15 *	366/24 200 (200-½)				
S-LOC 15 **	640/24 474 (500-½)		640/40 474 (500-¾)	640/50 474 (500-1)	640/60 474 (500-1¼)
CIRCLING***	NOT AUTHORIZED			720-2 554 (600-2)	780-2¼ 614 (700-2¼)
S-ASR 15 **	660/24 494 (500-½)		660/40 494 (500-¾)	660/50 494 (500-1)	660/60 494 (500-1¼)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

ILS Z RWY 15

LOC I-JKC	APCH CRS	Rwy ldg 11,756 TDZE 166 Arpt Elev 166
108.9	146°	

AL-391 [USAF]

BARKSDALE AFB (KBAD)

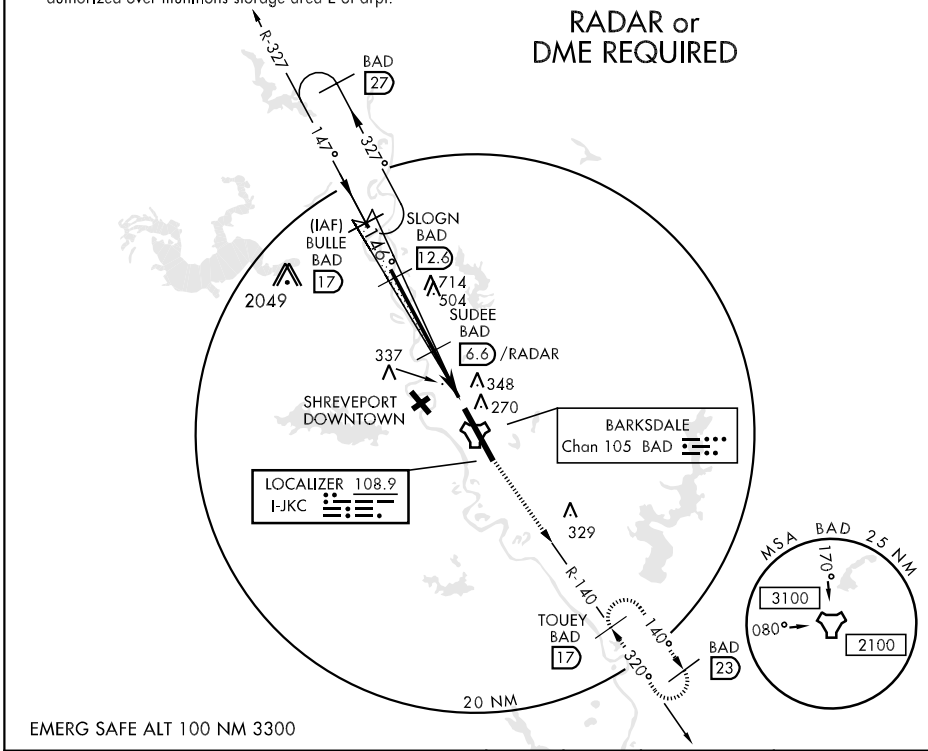
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

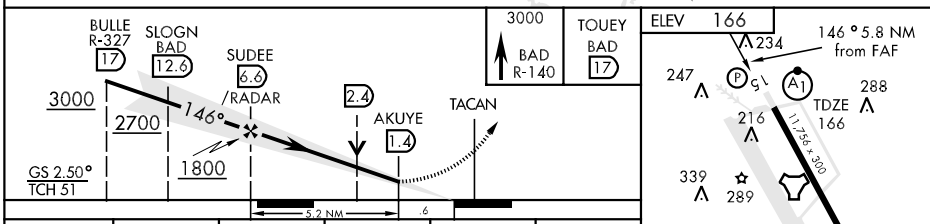
MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 327.0 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

*** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.



EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-ILS 15 *	366/24		200	(200-½)	
S-LOC 15 **	640/24 474 (500-½)		640/40 474 (500-¾)	640/50 474 (500-1)	640/60 474 (500-1¼)
CIRCLING***	NOT AUTHORIZED			720-2 554 (600-2)	780-2¼ 614(700-2¼)
S-ASR 15 **	660/24 494 (500-½)		660/40 494 (500-¾)	660/50 494 (500-1)	660/60 494 (500-1¼)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

TACAN RWY 15

TACAN	APCH CRS	Rwy ldg	11,756
Chan 105 BAD	155°	TDZE	166
		Arpt Elev	166

AL-391 [USAF]

BARKSDALE AFB (KBAD)

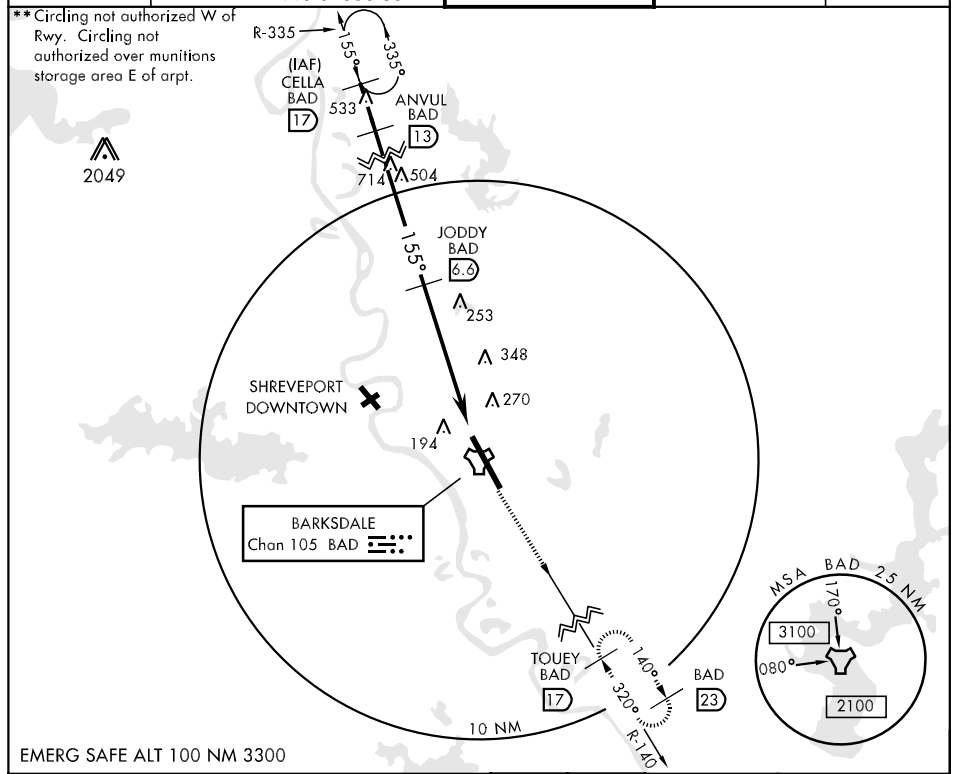
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

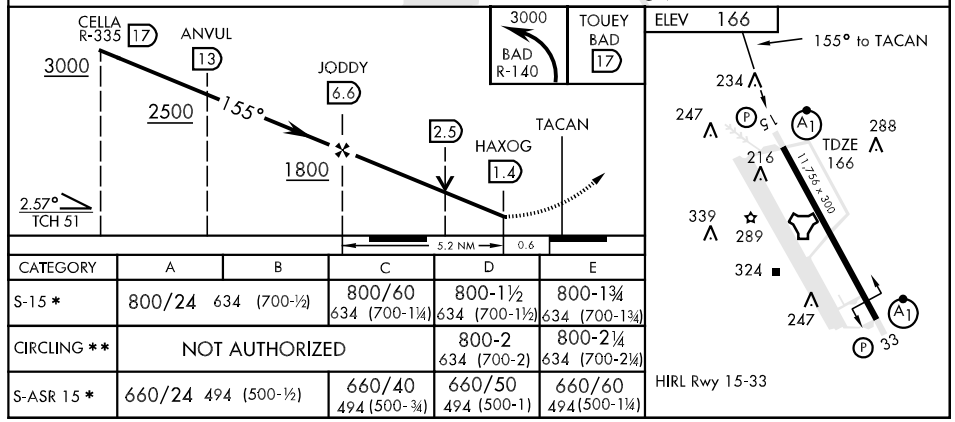
MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 327.0 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.



EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-15 *	800/24 634 (700-½)		800/60 634 (700-1¼)	800-1½ 634 (700-1½)	800-1¾ 634 (700-1¾)
CIRCLING **	NOT AUTHORIZED			800-2 634 (700-2)	800-2¼ 634 (700-2¼)
S-ASR 15 *	660/24 494 (500-½)		660/40 494 (500-¾)	660/50 494 (500-1)	660/60 494 (500-1¼)

TACAN RWY 33

TACAN BAD Chan 105	APCH CRS 320°	Rwy ldg 11,756 TDZE 163 Arpt Elev 166

AL-391 [USAF]

BARKSDALE AFB (KBAD)

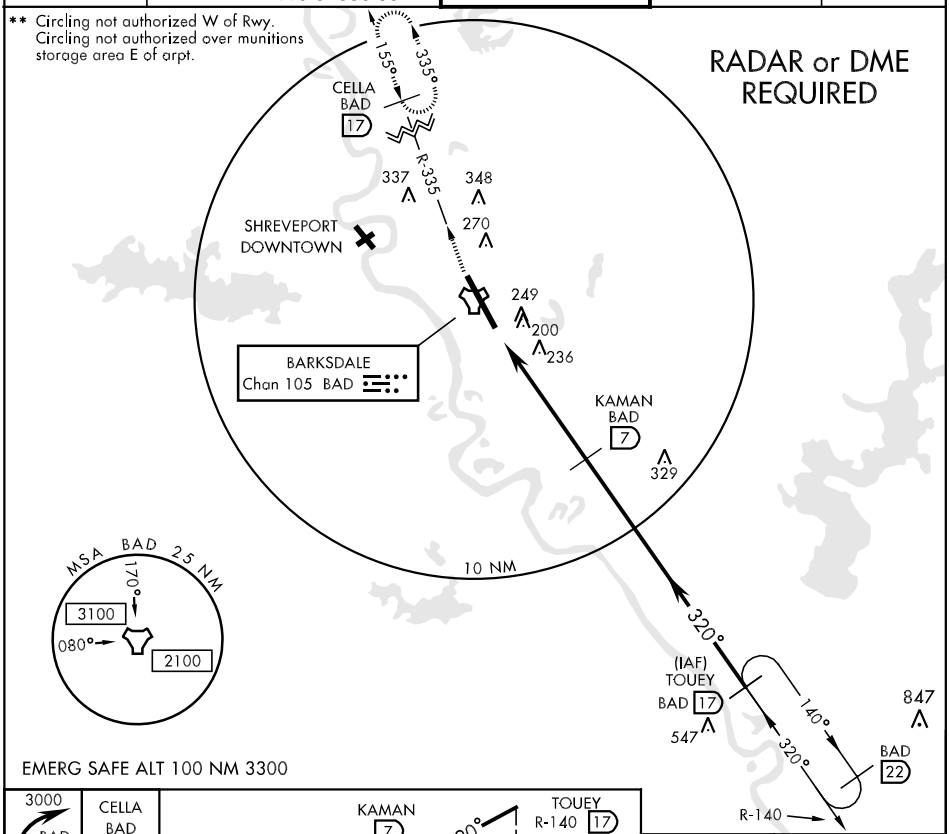
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

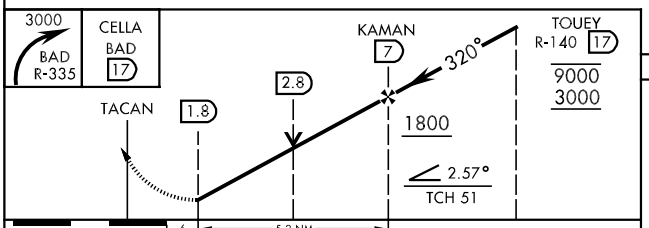
MISSED APPROACH: Climb to 3000 via BAD R-335 direct CELLA and hold.

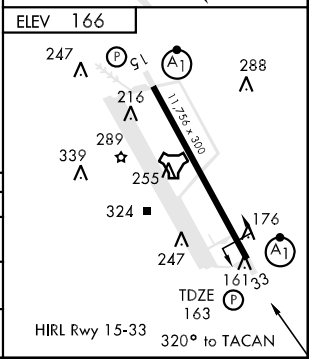
ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 327.0 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	

** Circling not authorized W of Rwy.
Circling not authorized over munitions storage area E of arpt.



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-33 *	640/24 477 (500-½)		640/40 477 (500-¾)	640/50 477 (500-1)	640/60 477 (500-1¼)
CIRCLING **	NOT AUTHORIZED			720-2 554 (600-2)	780-2¼ 614 (700-2¼)
S-ASR 33*	660/24 497 (500-½)		660/40 497 (500-¾)	660/50 497 (500-1)	660/60 497 (500-1¼)

VOR/DME RWY 33

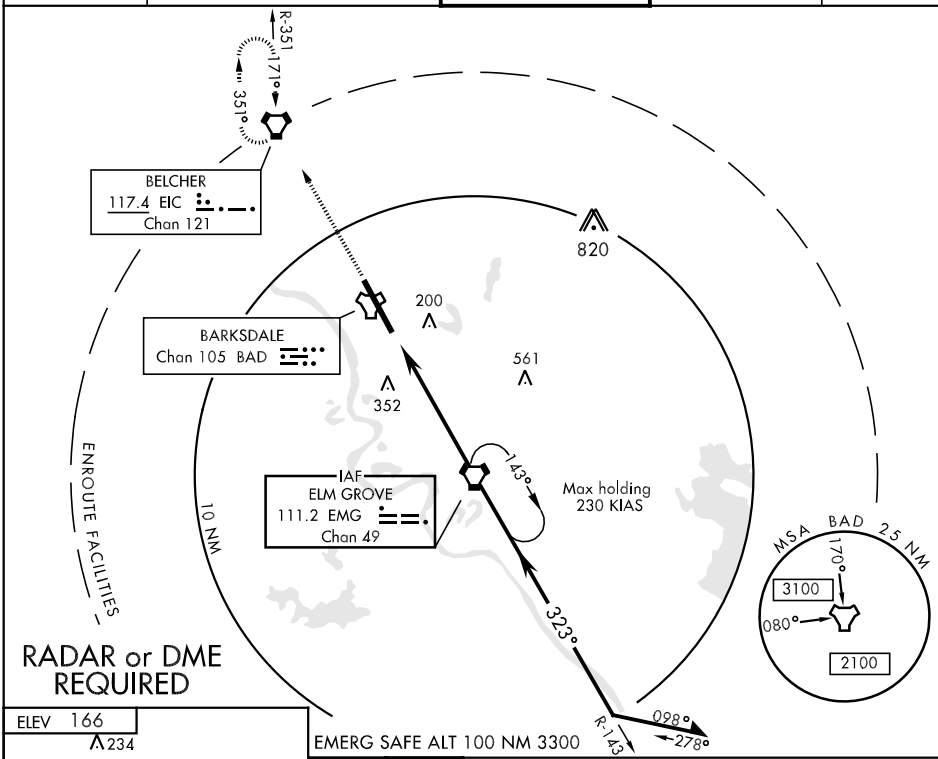
VORTAC EMG 111.2 Chan 49	APCH CRS 323°	Rwy ldg 11,756 TDZE 163 Arpt Elev 166	AL-391 [USAF]	BARKSDALE AFB (KBAD)

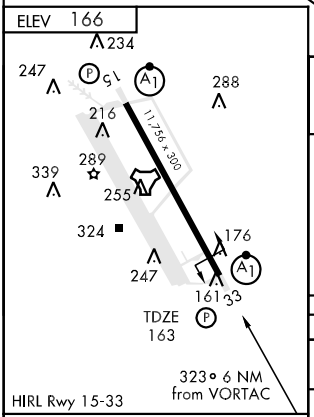
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

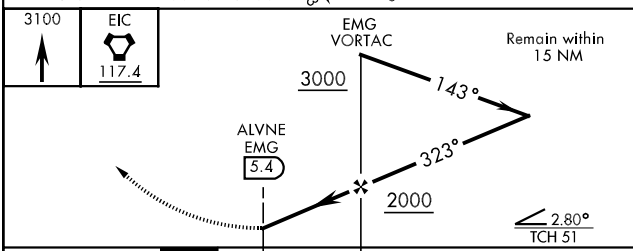
ALSF-1

MISSED APPROACH: Climb to 3100 direct EIC VORTAC and hold.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 327.0 153°-319° 119.9 335.55	128.25 278.3	121.8 275.8	







CATEGORY	A	B	C	D	E
S-VOR 33 *	660/24 497 (500-½)		660/40 497(500-¾)	660/50 497 (500-1)	660/60 497(500-1¼)
CIRCLING **	NOT AUTHORIZED			720-2 554(600-2)	780-2¼ 614(700-2¼)
S-ASR 33 *	660/24 497 (500-½)		660/40 497(500-¾)	660/50 497 (500-1)	660/60 497(500-1¼)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

BWK NDB	APP CRS	Rwy ldg	3005
397	357°	TDZE	60
		Apt Elev	62

NDB RWY 36

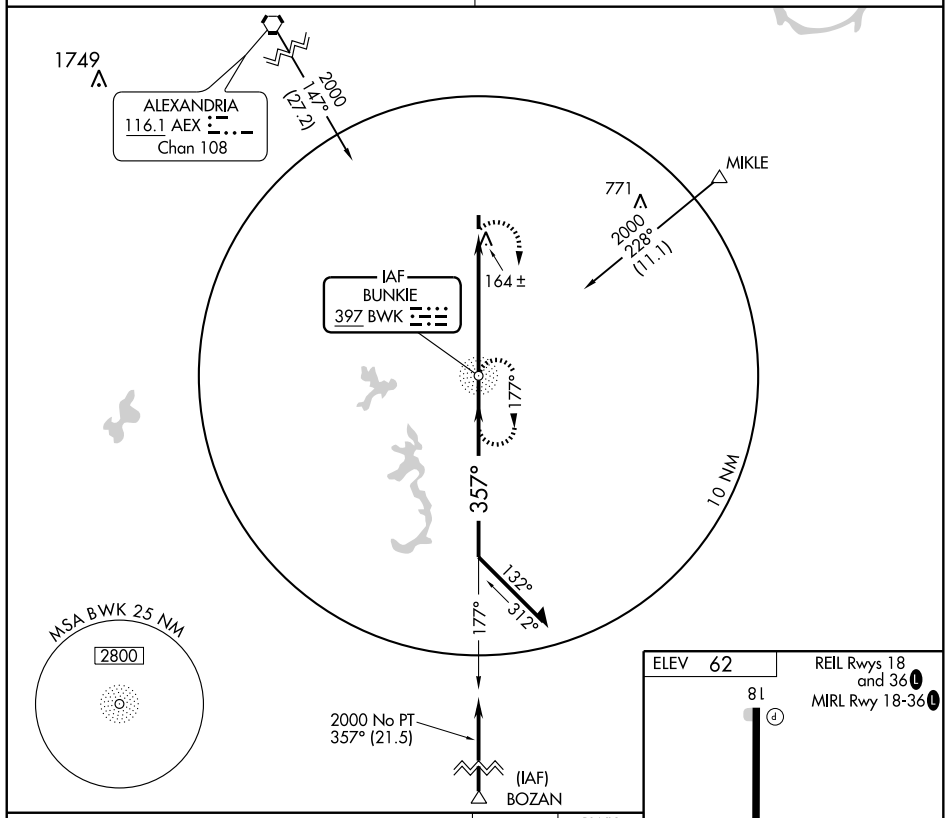
BUNKIE MUNI (2R6)

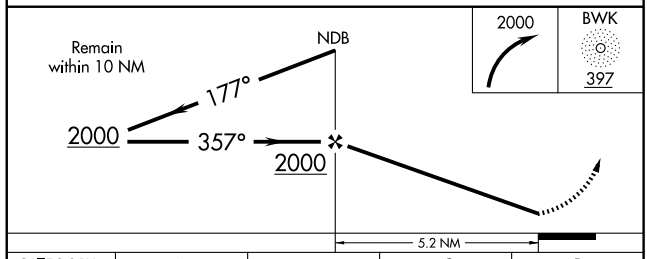
T
A NA

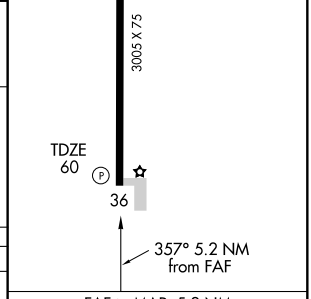
Use Alexandria Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct BWK NDB and hold.

POLK APP CON	CTAF
125.4 302.2	122.9 L







CATEGORY	A	B	C	D
S-36	540-1 480 (500-1)		NA	
CIRCLING	540-1 478 (500-1)		NA	

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-4. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	3005
179°	TDZE	60
	Apt Elev	62

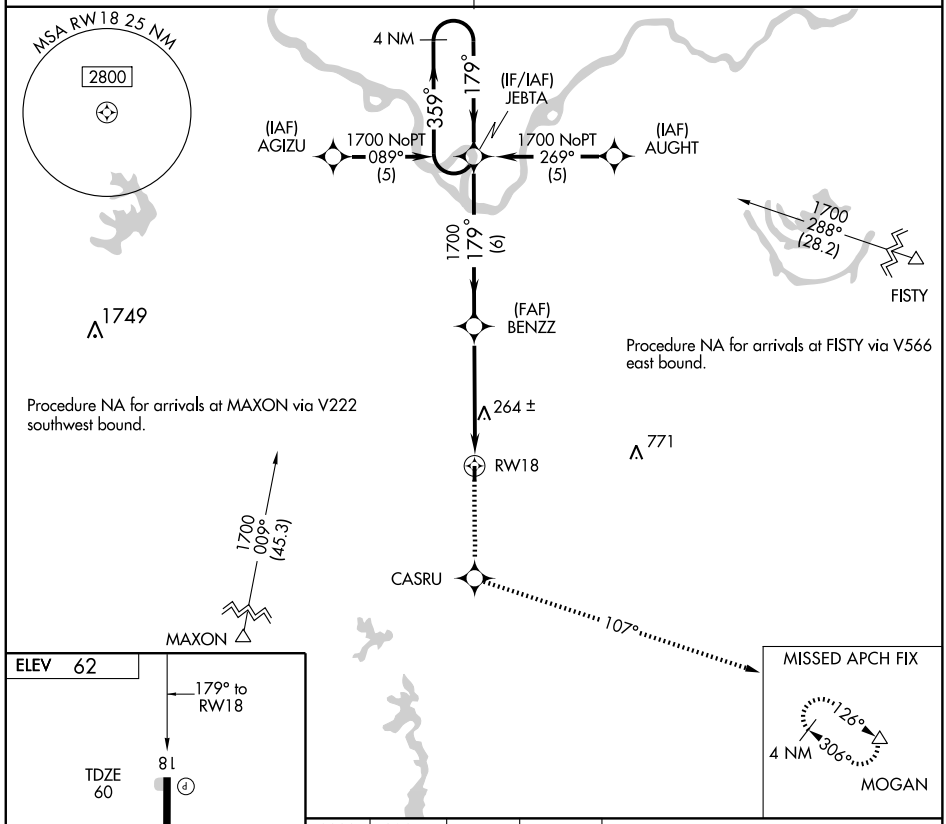
RNAV (GPS) RWY 18
BUNKIE MUNI (2R6)

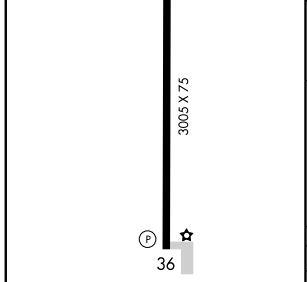
DME/DME RNP-0.3 NA. Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl atimeter setting.

NA

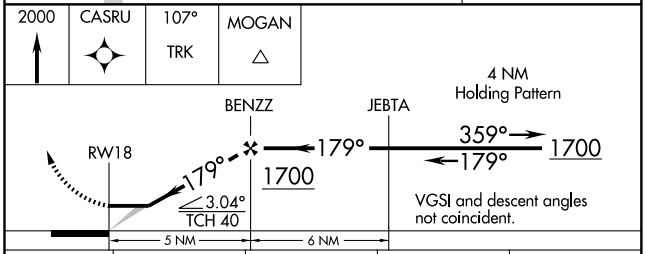
MISSED APPROACH: Climb to 2000 direct CASRU and via 107° track to MOGAN and hold.

POLK APP CON	CTAF
125.4 302.2	122.9 L





REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	600-1 540 (600-1)		NA	
CIRCLING	600-1 538 (600-1)		NA	

APP CRS	Rwy ldg	3005
359°	TDZE	60
	Apt Elev	62

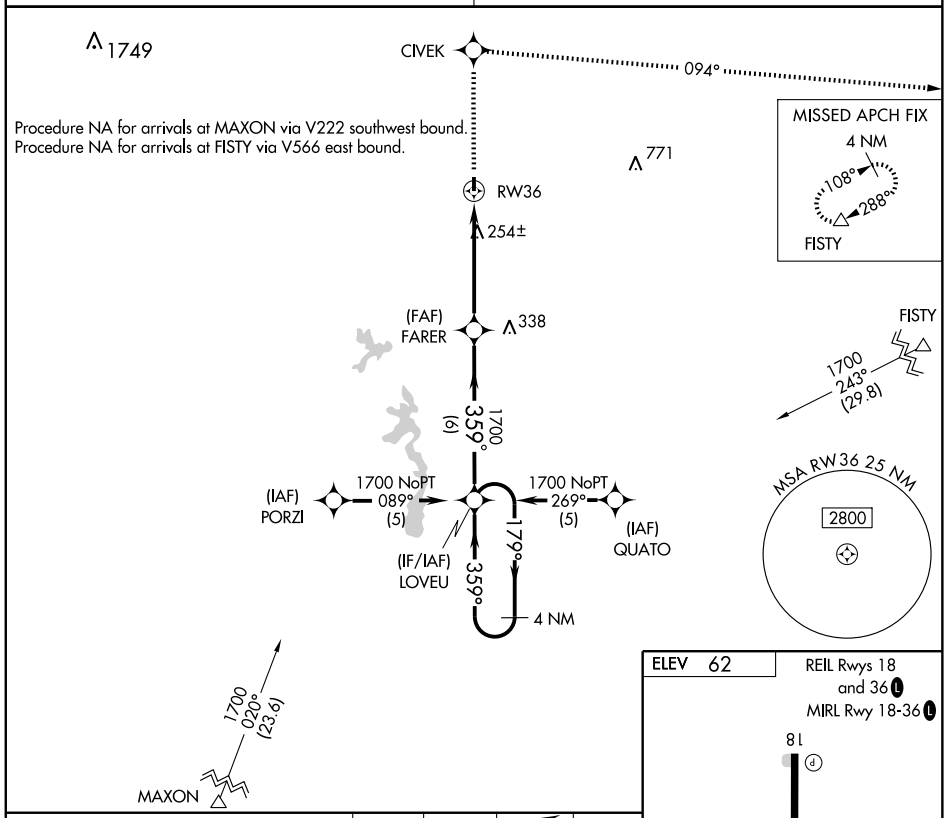
RNAV (GPS) RWY 36
BUNKIE MUNI (2R6)

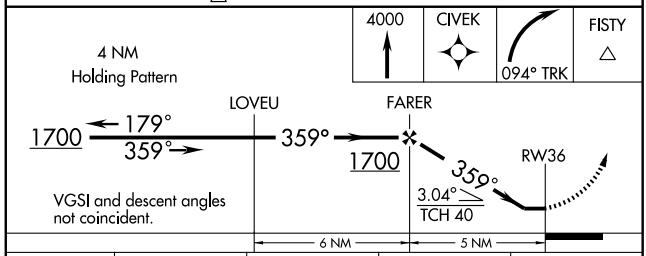
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.

NA

MISSED APPROACH: Climb to 4000 direct CIVEK and right turn via 094° track to FISTY and hold.

POLK APP CON	CTAF
125.4 302.2	122.9 L

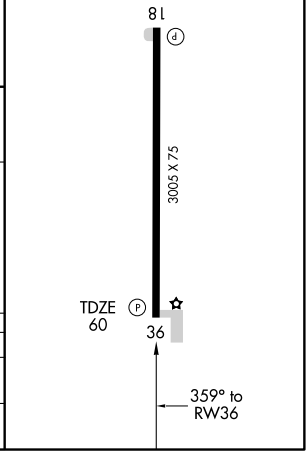




ELEV 62

REIL Rwys 18 and 36 L

MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	580-1 520 (600-1)		NA	
CIRCLING	580-1 518 (600-1)		NA	

VORTAC AEX 116.1 Chan 108	APP CRS 140°	Rwy ldg N/A TDZE N/A Apt Elev 62

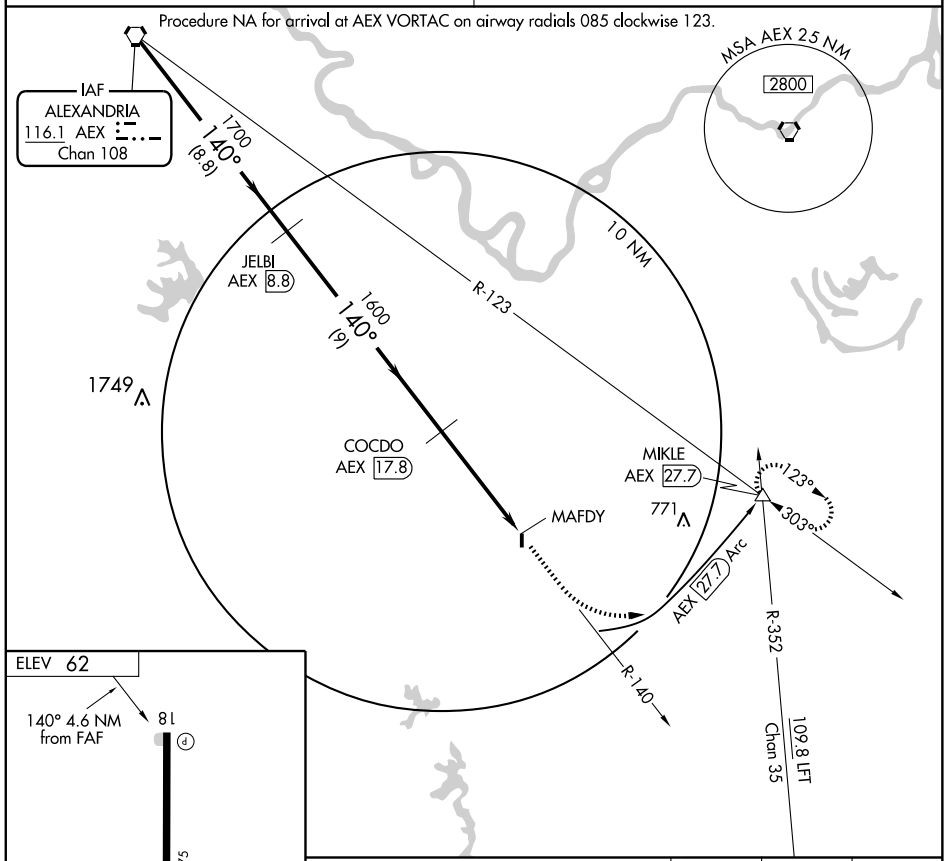
VOR/DME-A
BUNKIE MUNI (2R6)

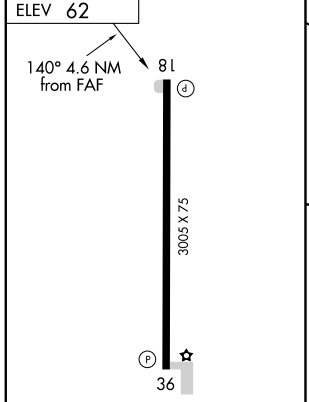
Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.

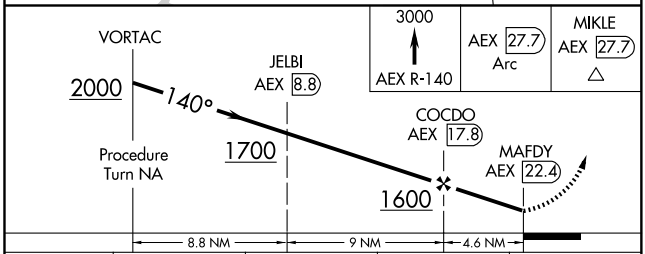
MISSED APPROACH: Climb to 3000 via AEX R-140 and AEX 27.7 DME Arc to MIKLE Int/AEX 27.7 DME and hold.

POLK APP CON	CTAF
125.4 302.2	122.9 L

Procedure NA for arrival at AEX VORTAC on airway radials 085 clockwise 123.







REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
CIRCLING	880-1 818 (900-1)	880-1¼ 818 (900-1¼)	NA	

NDB DQU	APP CRS	Rwy ldg	5000
410	140°	TDZE	81
		Apt Elev	81

NDB RWY 15

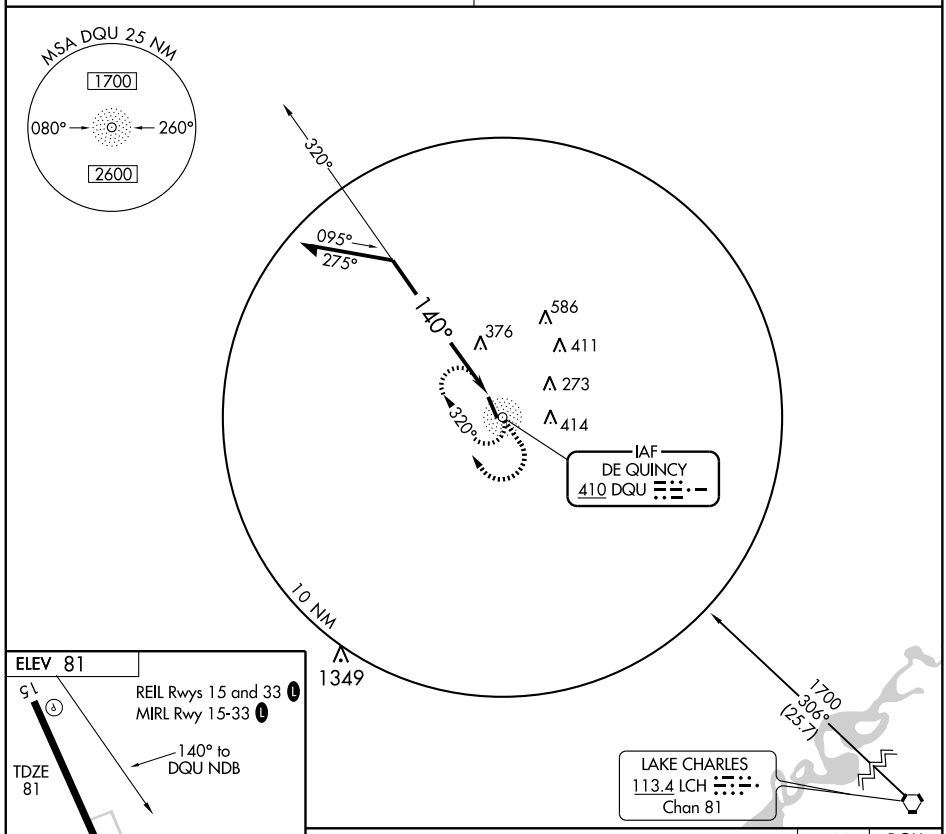
DE QUINCY INDUSTRIAL AIRPARK (5R8)

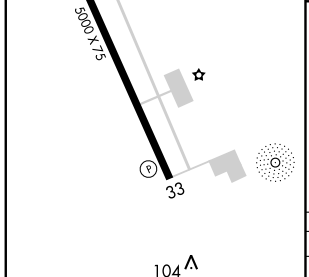
NA If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 1700 in DQU NDB holding pattern.

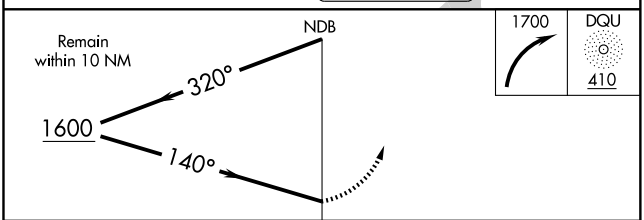
LAKE CHARLES APP CON ★
119.35 282.3

UNICOM
122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-15	780-1	699 (700-1)	780-2 699 (700-2)	NA
CIRCLING	780-1	699 (700-1)	780-2 699 (700-2)	NA

SC-4. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	5000
152°	TDZE	81
	Apt Elev	81

RNAV (GPS) RWY 15
DE QUINCY INDUSTRIAL AIRPARK (5R8)

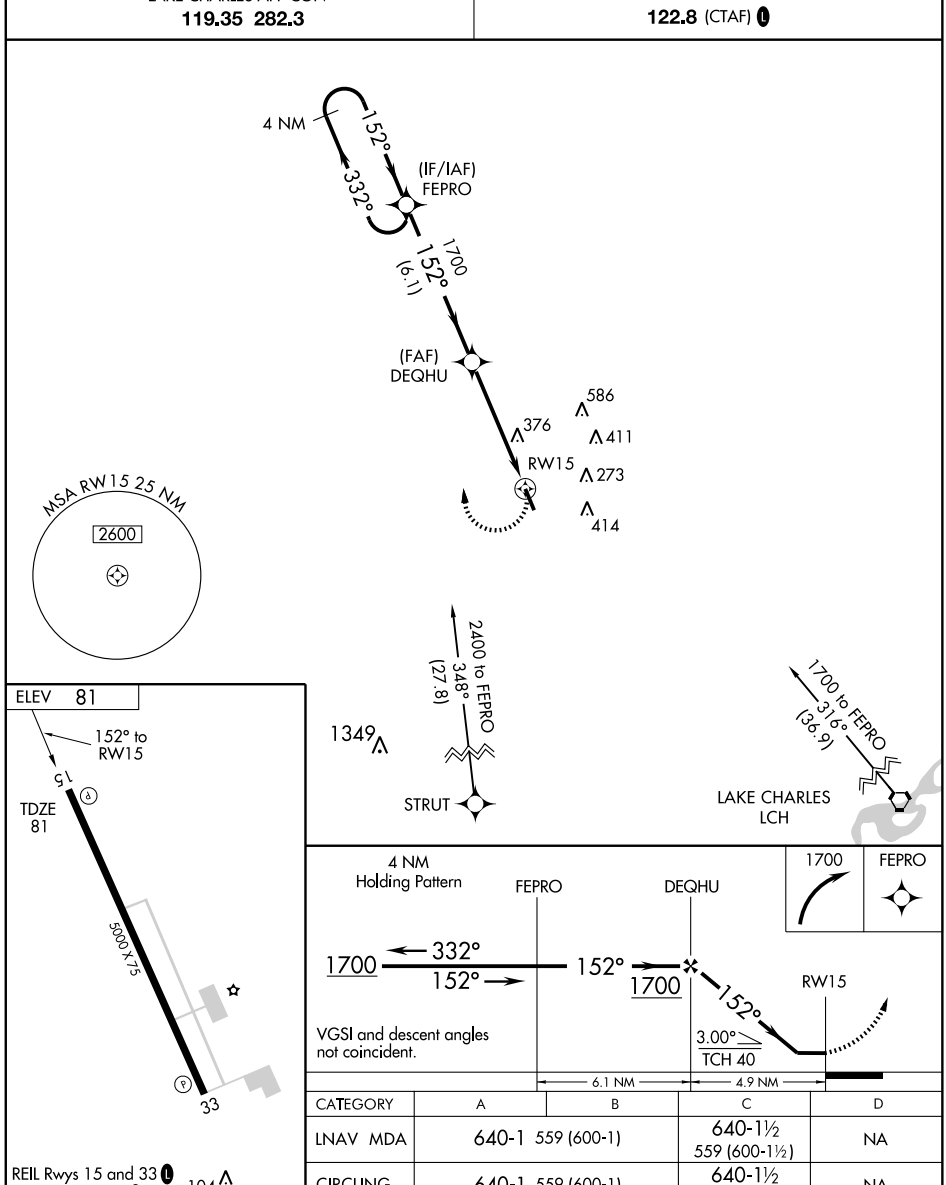
NA

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 1700 direct FEPRO WP and hold.

LAKE CHARLES APP CON ★
119.35 282.3

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	640-1 559 (600-1)		640-1½ 559 (600-1½)	NA
CIRCLING	640-1 559 (600-1)		640-1½ 559 (600-1½)	NA

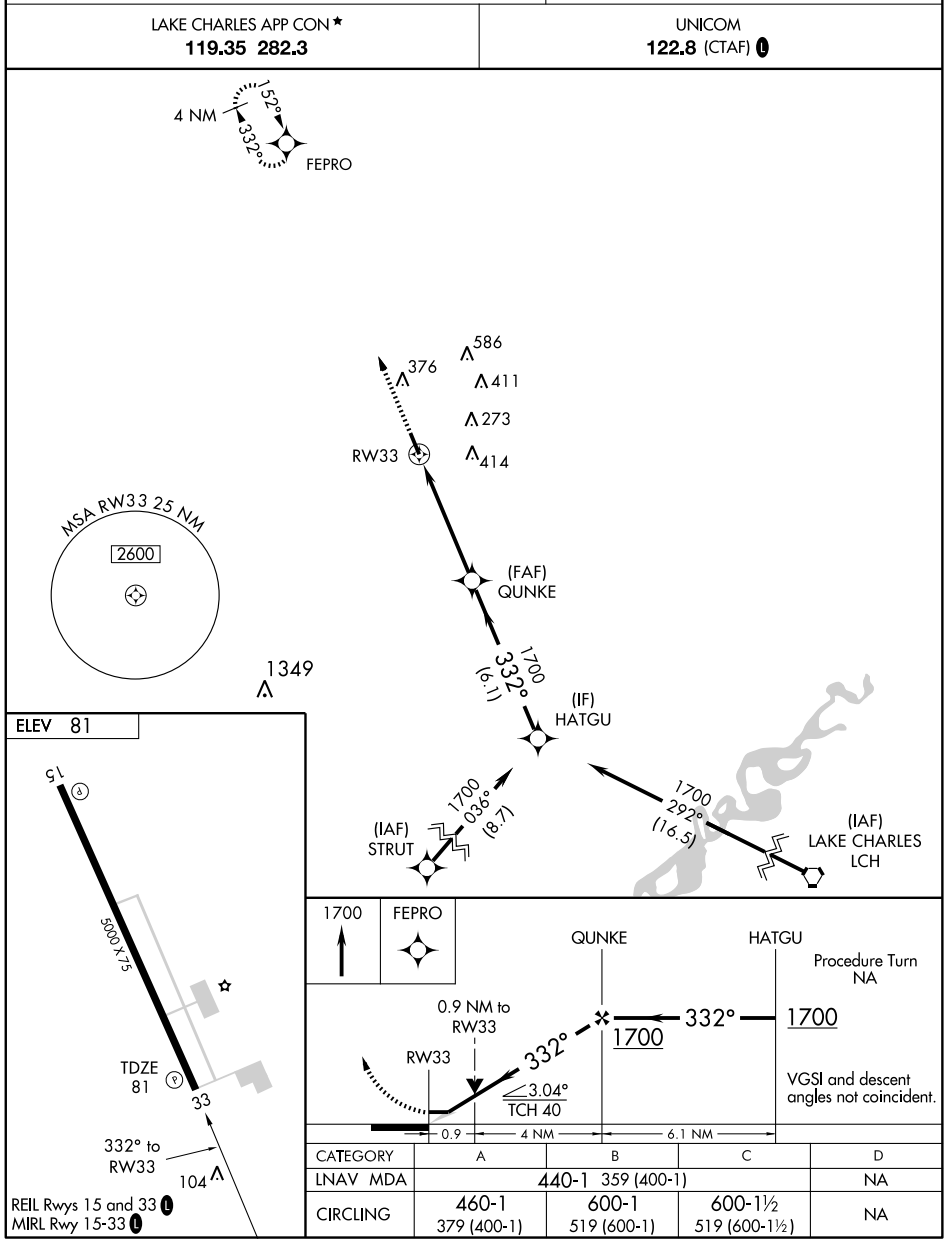
APP CRS	Rwy ldg	5000
332°	TDZE	81
	Apt Elev	81

RNAV (GPS) RWY 33
DE QUINCY INDUSTRIAL AIRPARK (5R8)

NA DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet. VDP NA with Lake Charles Regional altimeter setting.

MISSED APPROACH: Climb to 1700 direct FEPRO WP and hold.

LAKE CHARLES APP CON ★	UNICOM
119.35 282.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	440-1 359 (400-1)			NA
CIRCLING	460-1 379 (400-1)	600-1 519 (600-1)	600-1½ 519 (600-1½)	NA

DE QUINCY, LOUISIANA

AL-5940 (FAA)

VORTAC LCH	APP CRS	Rwy ldg	5000
113.4	305°	TDZE	81
Chan 81		Apt Elev	81

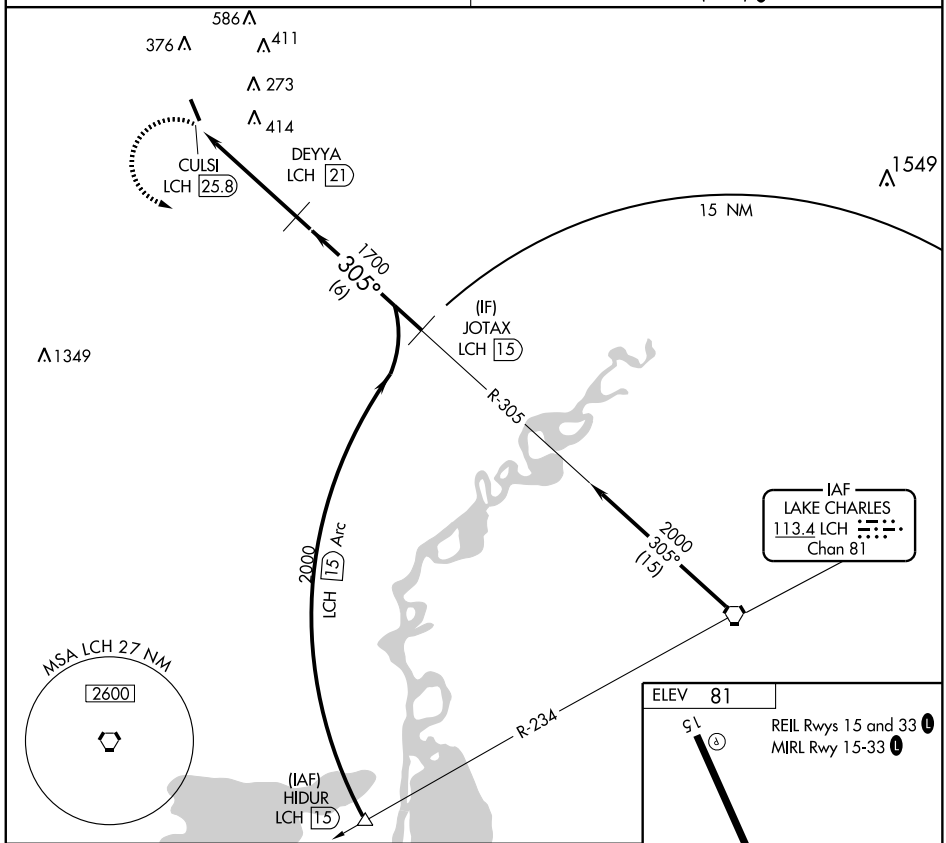
VOR/DME RWY 33

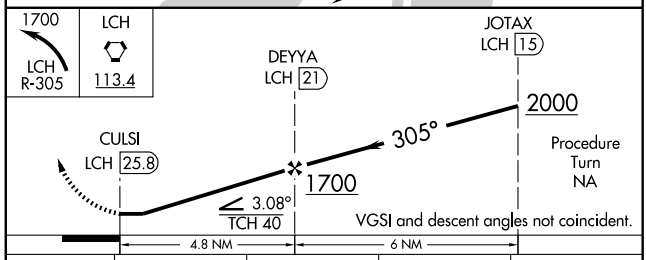
DE QUINCY INDUSTRIAL AIRPARK (5R8)

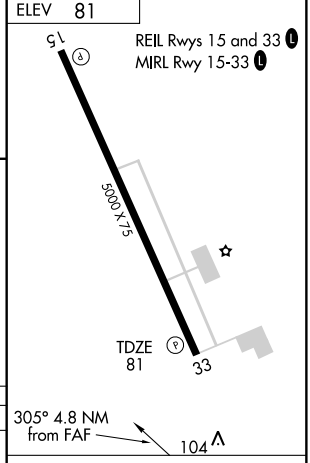
NA If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 1700 via LCH R-305 to LCH VORTAC.

LAKE CHARLES APP CON ★	UNICOM
119.35 282.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-33	760-1 679 (700-1)	760-1¼ 679 (700-1¼)	760-2 679 (700-2)	NA
CIRCLING	760-1 679 (700-1)	760-1¼ 679 (700-1¼)	760-2 679 (700-2)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-4, 17 DEC 2009 to 14 JAN 2010

LOC I-DRI	APP CRS	Rwy ldg	5495
111.1	355°	TDZE	197
		Apt Elev	202

LOC RWY 36

DE RIDDER/ BEAUREGARD RGNL (DRI)

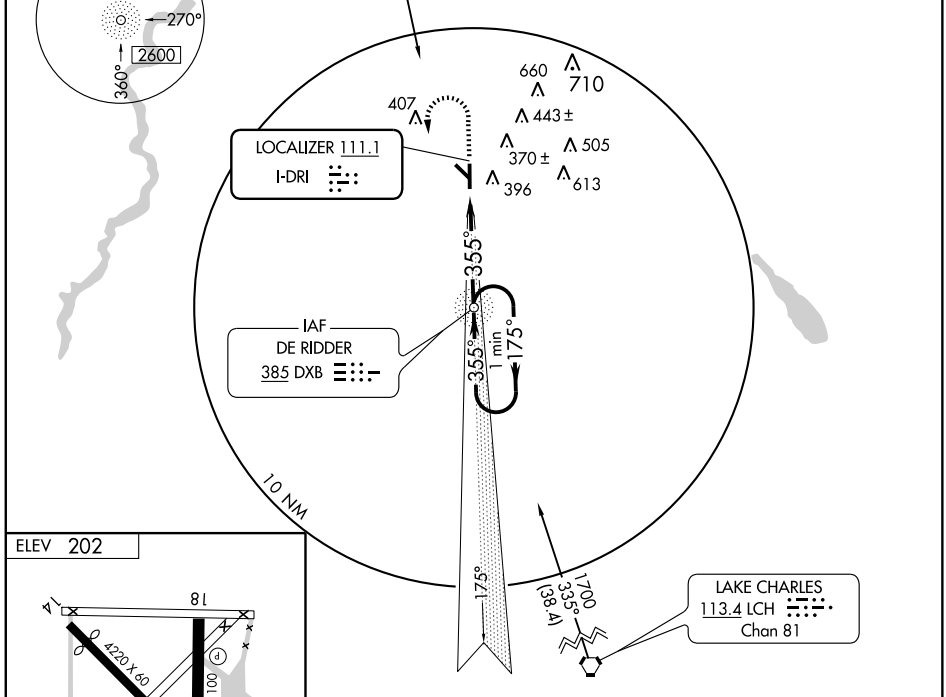
T NA ASR

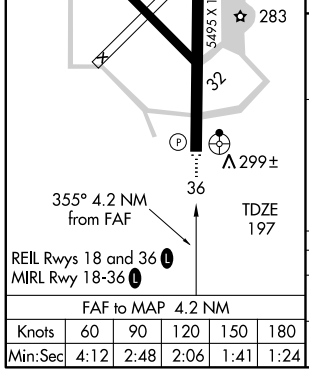
Inoperative table does not apply. ADF required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and S-36 visibility Cat C ¼ mile.

ODALS

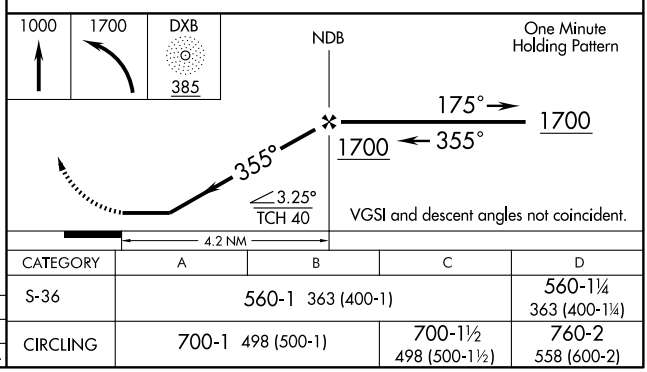
MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 direct DXB NDB and hold.

AWOS-3	POLK APP CON	DE RIDDER RADIO	UNICOM
118.225	123.7 254.8	122.2	122.8 (CTAF) L





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-36	560-1 363 (400-1)			560-1¼ 363 (400-1¼)
CIRCLING	700-1 498 (500-1)		700-1½ 498 (500-1½)	760-2 558 (600-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

NDB DXB	APP CRS	Rwy ldg	5495
385	354°	TDZE	197
		Apt Elev	202

NDB RWY 36

DE RIDDER/BEAUREGARD RGNL (DRI)

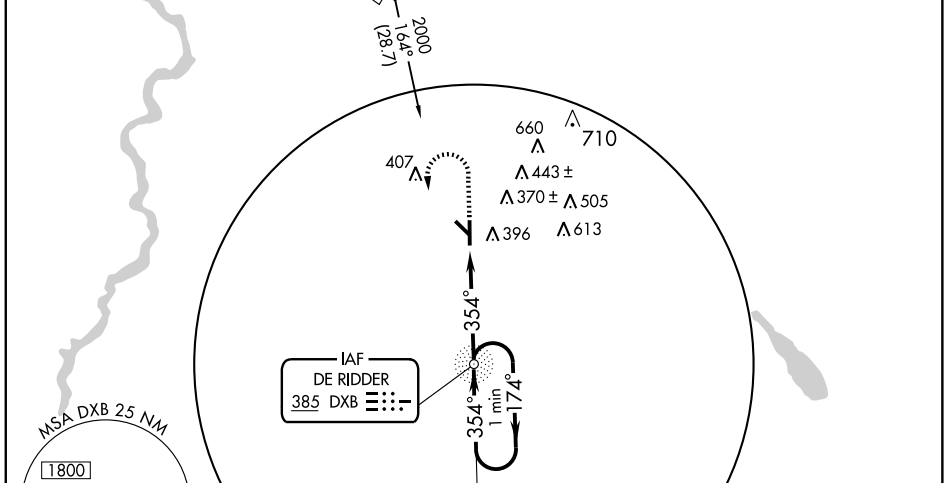
NA ASR

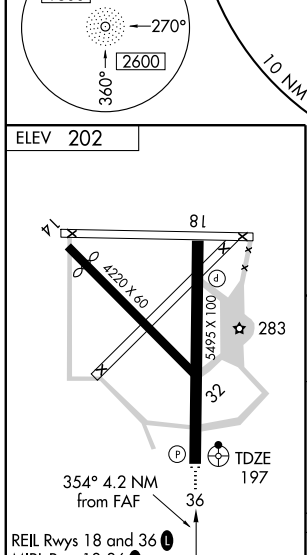
Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and S-36 visibility Cat D ¼ mile.

ODALS

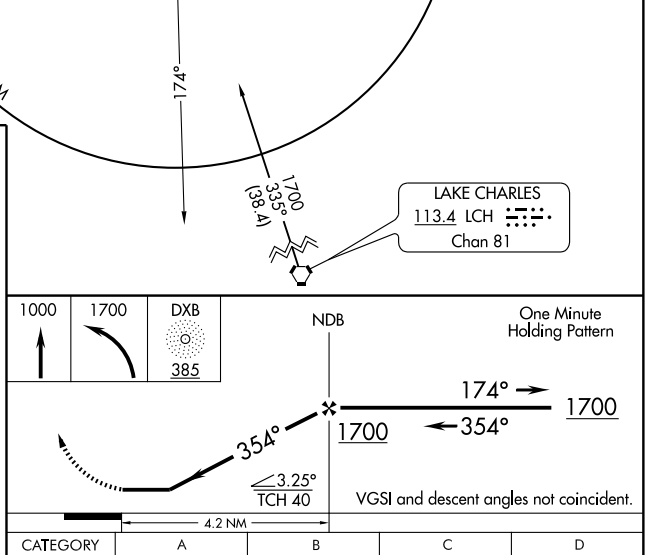
MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 direct DXB NDB and hold.

AWOS-3	POLK APP CON	DE RIDDER RADIO	UNICOM
118.225	123.7 254.8	122.2	122.8 (CTAF) L





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-36	700-1 503 (500-1)		700-1½ 503 (500-1½)	
CIRCLING	700-1 498 (500-1)		700-1½ 498 (500-1½)	760-2 558 (600-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	5495
175°	TDZE	202
	Apt Elev	202

RNAV (GPS) RWY 18

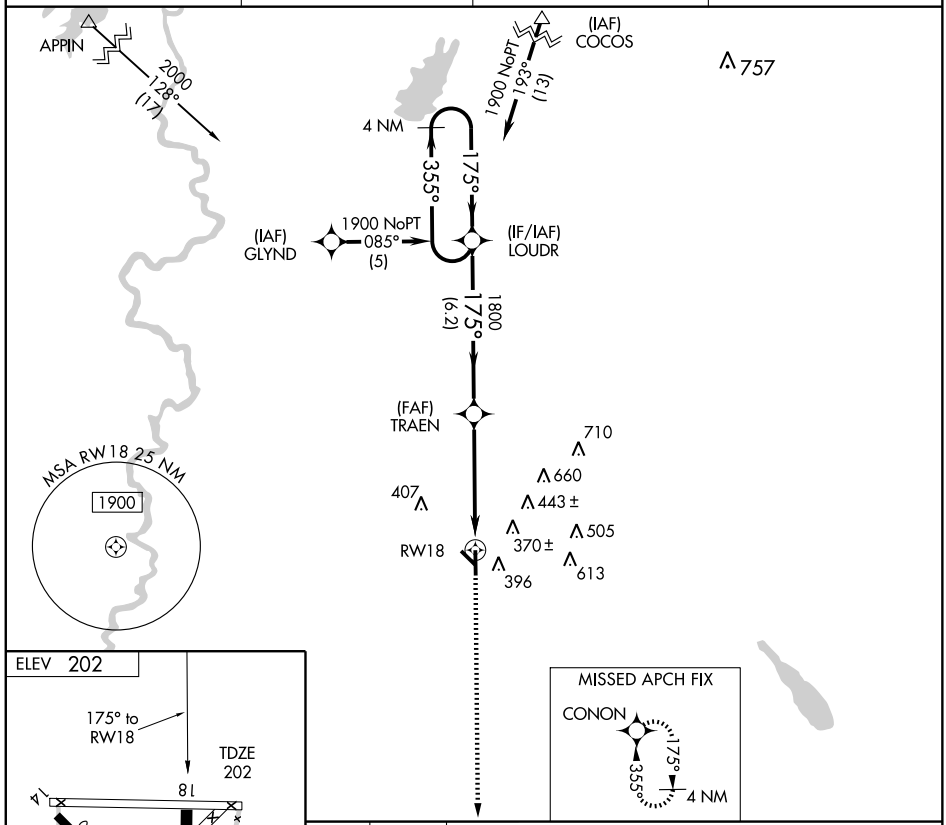
DE RIDDER/BEAUREGARD RGNL (DRI)

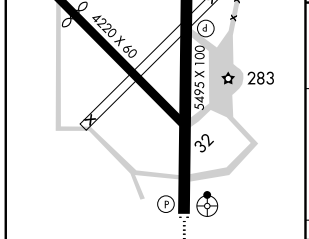
ASR

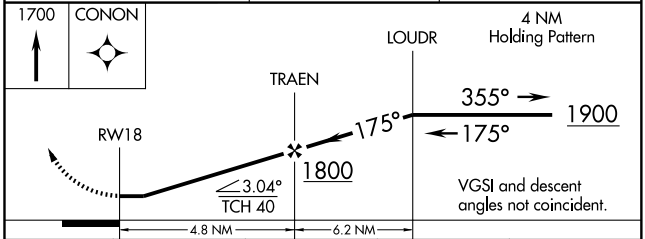
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and LNAV visibility Cat C and D ¼ mile.

MISSED APPROACH: Climb to 1700 direct CONON and hold.

AWOS-3	POLK APP CON	DE RIDDER RADIO	UNICOM
118.225	123.7 254.8	122.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	680-1 478 (500-1)		680-1¼ 478 (500-1¼)	680-1½ 478 (500-1½)
CIRCLING	700-1 498 (500-1)		700-1½ 498 (500-1½)	760-2 558 (600-2)

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-4. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	5495
355°	TDZE	197
	Apt Elev	202

RNAV (GPS) RWY 36

DE RIDDER/ BEAUREGARD RGNL (DRI)

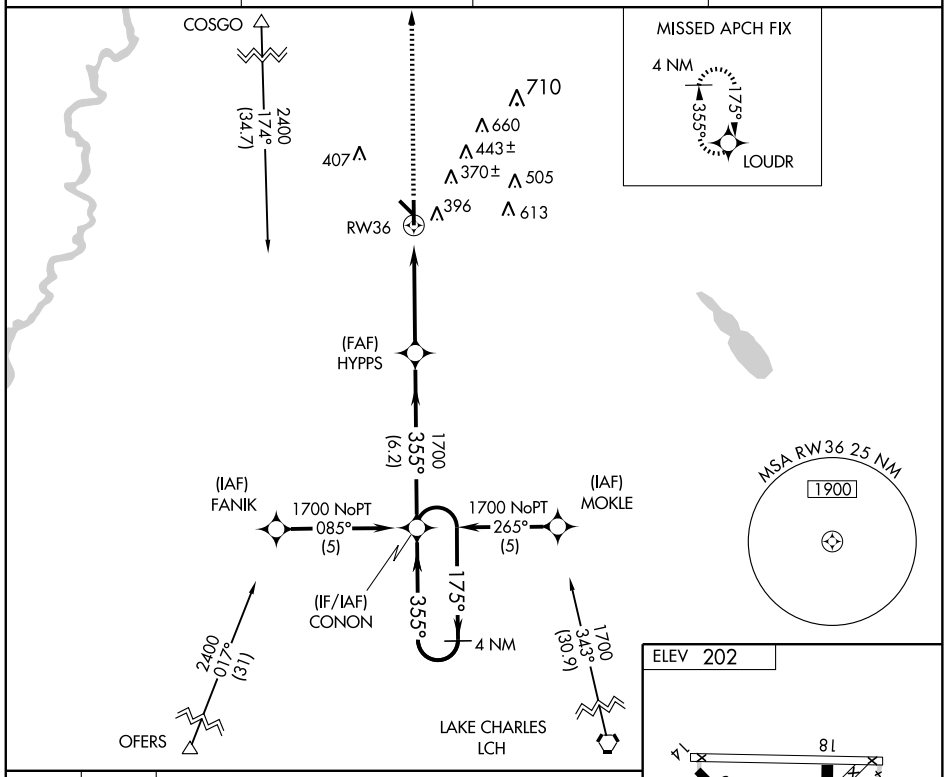
ASR

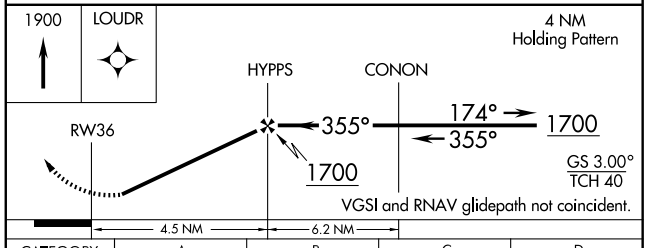
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all DA 53 feet, and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile.

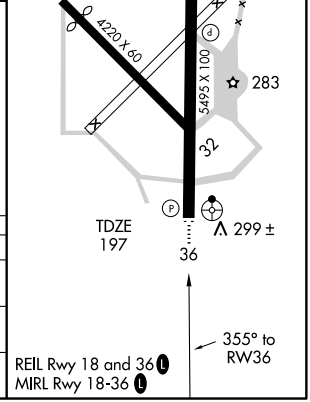
ODALS

MISSED APPROACH: Climb to 1900 direct LOUDR and hold.

AWOS-3	POLK APP CON	DE RIDDER RADIO	UNICOM
118.225	123.7 254.8	122.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	569-1¼ 372 (400-1¼)			
LNAV MDA	660-1 463 (500-1)		660-1¼ 463 (500-1¼)	660-1½ 463 (500-1½)
CIRCLING	700-1 498 (500-1)		700-1½ 498 (500-1½)	760-2 558 (600-2)

NDB ECY	APP CRS	Rwy ldg	5001
263	165°	TDZE	40
		Apt Elev	42

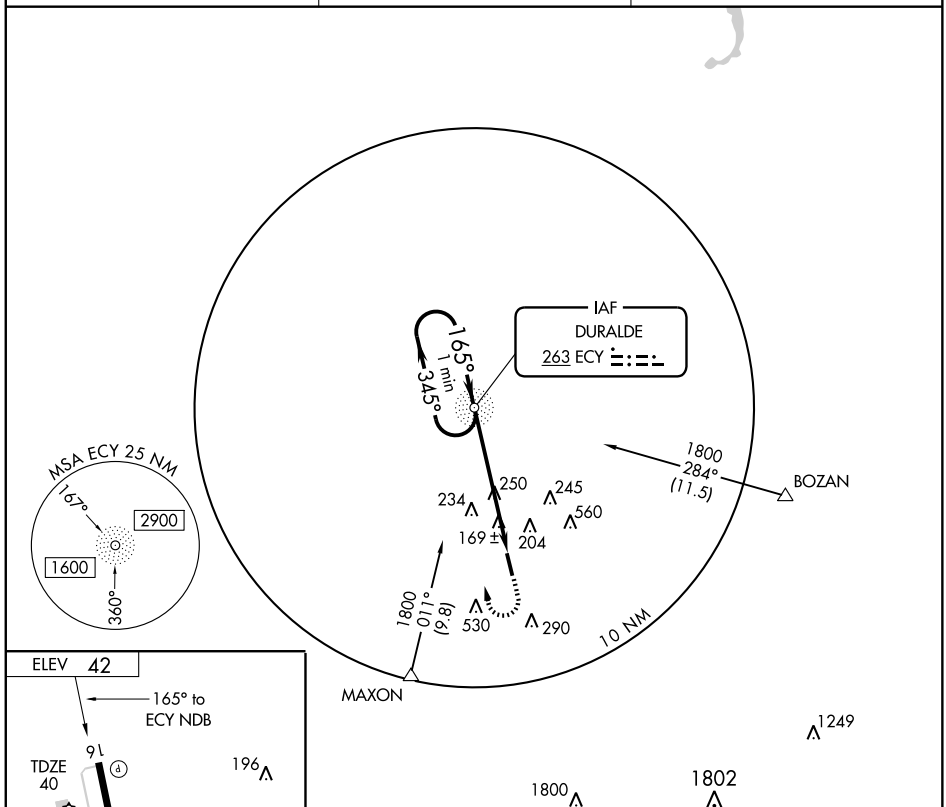
NDB RWY 16
EUNICE (4R7)

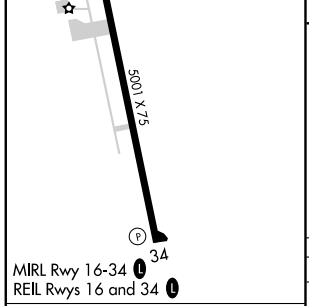
NA

Use Lafayette Rgnl altimeter setting.

MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 direct ECY NDB and hold.

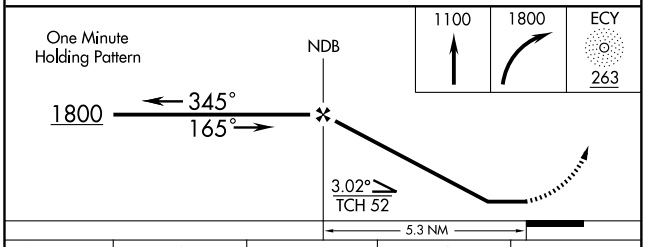
LAFAYETTE APP CON *	GCO	UNICOM
128.7 268.7	135.075	122.8 (CTAF) L





MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-16	640-1	600 (600-1)	640-1½ 600 (600-1½)	NA
CIRCLING	640-1	598 (600-1)	640-1½ 598 (600-1½)	NA

APP CRS	Rwy ldg	5001
164°	TDZE	40
	Apt Elev	42

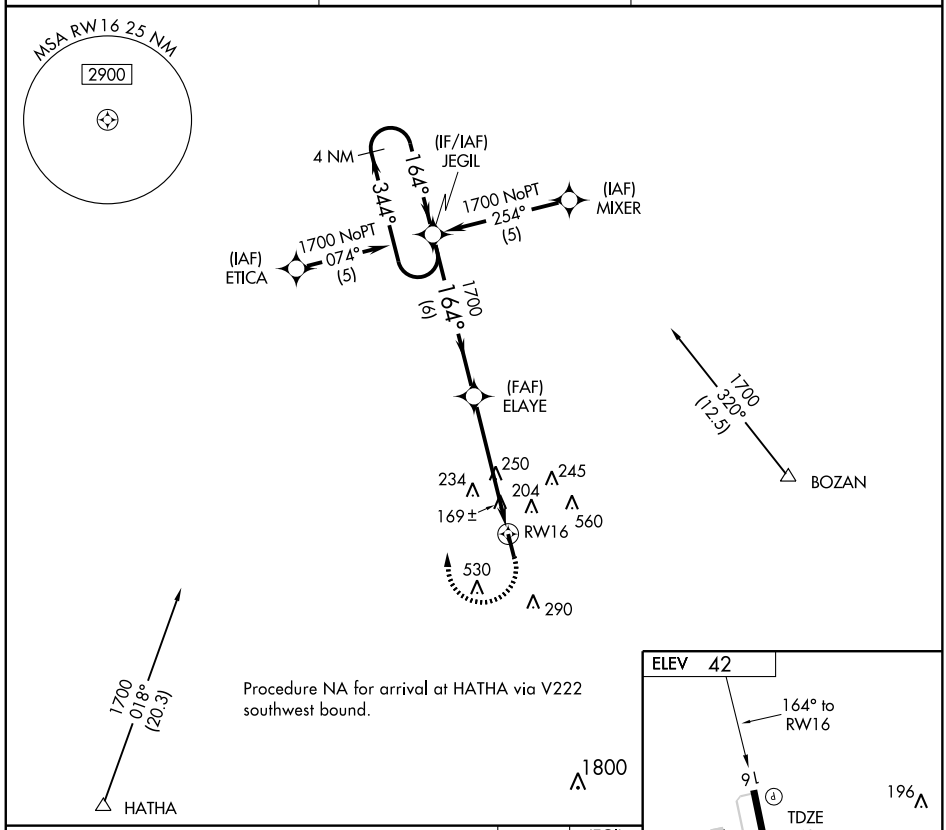
RNAV (GPS) RWY 16
EUNICE (4R7)

Use Lafayette Rgnl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.

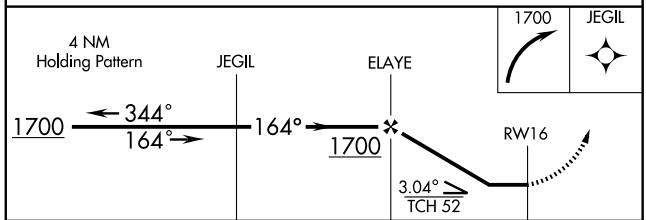
NA

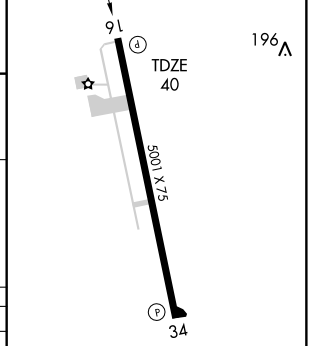
MISSED APPROACH: Climbing right turn to 1700 direct JEGIL WP and hold.

LAFAYETTE APP CON *	GCO	UNICOM
128.7 268.7	135.075	122.8 (CTAF) L



Procedure NA for arrival at HATHA via V222 southwest bound.





CATEGORY	A	B	C	D
LNAV MDA	580-1 540 (600-1)		580-1½ 540 (600-1½)	NA
CIRCLING	620-1 578 (600-1)		620-1½ 578 (600-1½)	NA

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

APP CRS	Rwy ldg	5001
355°	TDZE	42
	Apt Elev	42

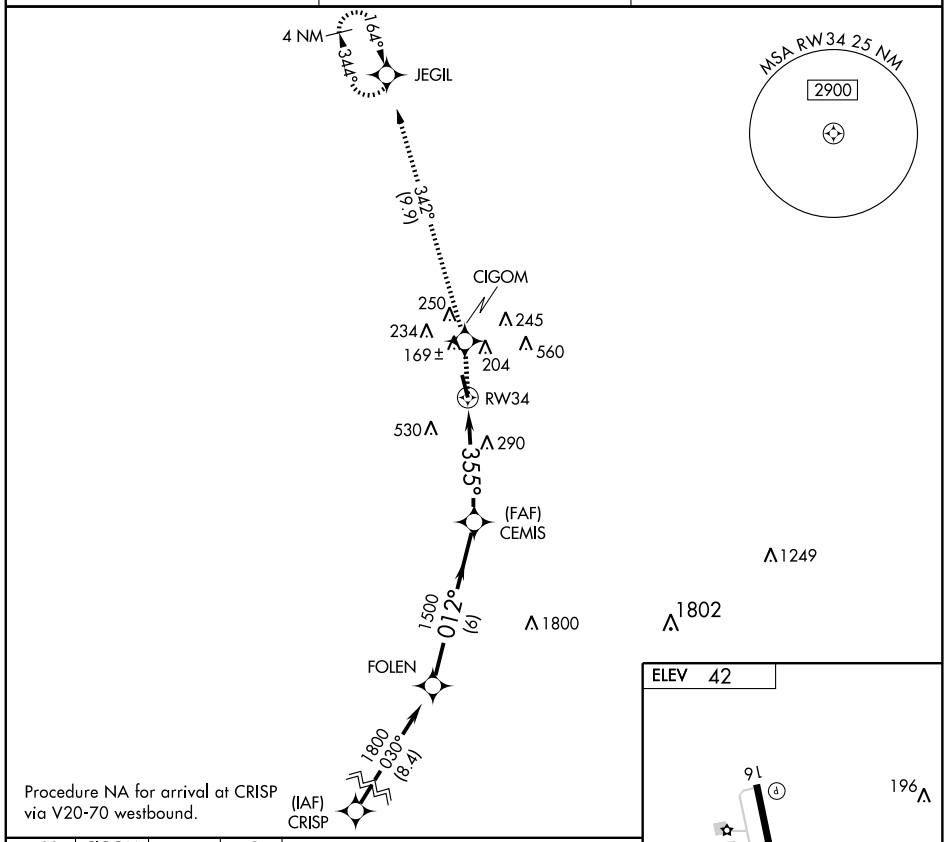
RNAV (GPS) RWY 34
EUNICE (4R7)

Use Lafayette Rgnl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
When VGSI inoperative, circling Rwy 16 NA at night.

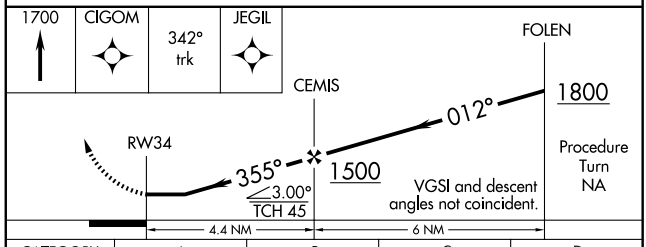
NA

MISSED APPROACH: Climb to 1700 direct CIGOM WP and via 342° track to JEGIL WP and hold.

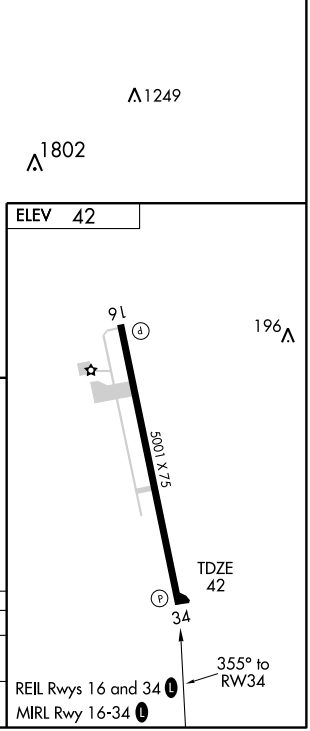
LAFAYETTE APP CON ★	GCO	UNICOM
128.7 268.7	135.075	122.8 (CTAF) L



Procedure NA for arrival at CRISP via V20-70 westbound.



CATEGORY	A	B	C	D
LNAV MDA	660-1 618 (700-1)		660-1¾ 618 (700-1¾)	NA
CIRCLING	660-1 618 (700-1)		660-1¾ 618 (700-1¾)	NA



SC-4, 17 DEC 2009 to 14 JAN 2010

VORTAC LFT	APP CRS	Rwy ldg	N/A
109.8	303°	TDZE	N/A
Chan 35		Apt Elev	42

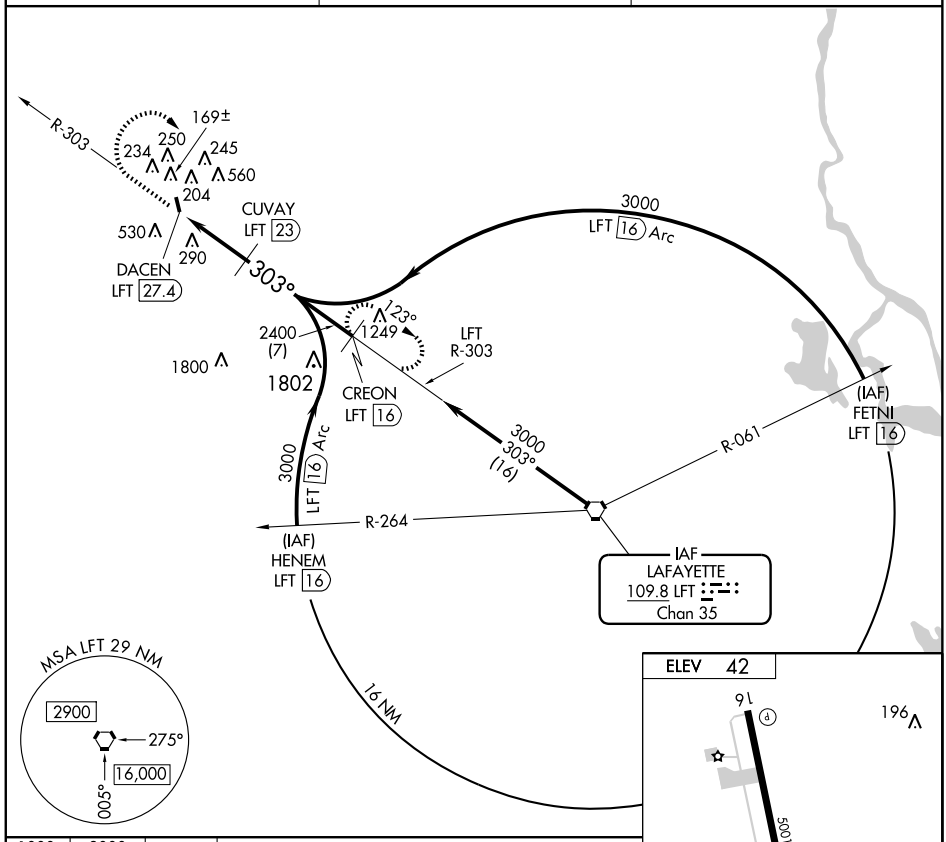
VOR/DME-A
EUNICE (4R7)

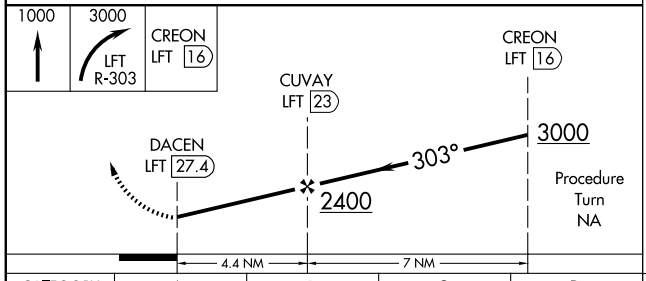
Use Lafayette Rgnl altimeter setting.

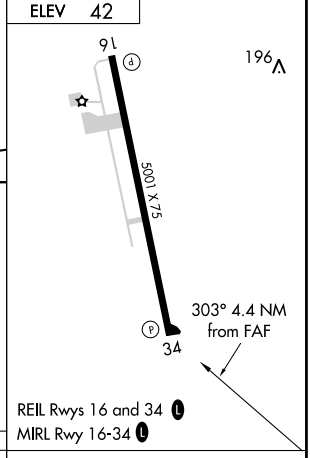
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via LFT R-303 to CREON/LFT 16 DME and hold.

LAFAYETTE APP CON ★	GCO	UNICOM
128.7 268.7	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	800-1 758 (800-1)	800-1¼ 758 (800-1¼)	800-2¼ 758 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

SC-4, 17 DEC 2009 to 14 JAN 2010

NDB RWY 15

POLK AAF (KPOE)

NDB	APCH CRS	Rwy ldg	3912
GUV 359	156°	TDZE	329
		Arpt Elev	330

AL-5096 [USA]

CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS intersection. Procedure turn Fix to FAF exceeds 4 NM.

ODALS

MISSED APPROACH: Climb to 2000 direct GUV NDB then via brg 156° to SUGGA INT and hold.

ATIS	POLK APP CON	POLK TOWER	GND CON	ASR/PAR
134.85 234.3	123.7 254.8	119.0 257.75	121.8 239.25	

NOT FOR CIVIL USE

(IAF) COCOS 1400 NoPT 111° 291° 336° 156° (7.4) R-265 849 643 720 634 604 666 691

NORTH FM/Radar Continuous dots

R-3804B R-3804A

ALEXANDRIA 116.1 AEX Chan 108

IAF GATOR 359 GUV

10 NM

ENROUTE FACILITIES

R-229

156° 4000 (11.7) 336° (IAF) SUGGA 156° 336°

4000 021° (18.2) IDDER

4000 349° (53.2) LAKE CHARLES

MSA GUV 25 NM 1900

ELEV 330

Rwy 15 ldg 3912'

156° 3.9 NM from NORTH FM

TDZE 329 411 424 4109 x 100 1.3% DOWN

CAUTION: Rwy 33 apch end elev is 278.

REIL Rwy 15 and 33
HIRL Rwy 15-33

2000	GUV	SUGGA INT

Remain within 12 NM 2000 156° NORTH FM/ Radar 1400 336° NDB 3.9 NM

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-15	820-¾ 491 (500-¾)		820-1 491(500-1)	820-1¼ 491(500-1¼)
CIRCLING	820-1 490 (500-1)		820-1½ 490(500-1½)	880-2 550(600-2)
S-PAR 15	529-¾ 200 (200-¾)			GS 3.0°

SC-4, 17 DEC 2009 to 14 JAN 2010

NDB RWY 33

POLK AAF (KPOE)

NDB GUV 359	APCH CRS 336°	Rwy ldg 4109 TDZE 316 Arpt Elev 330	AL-5096 [USA]

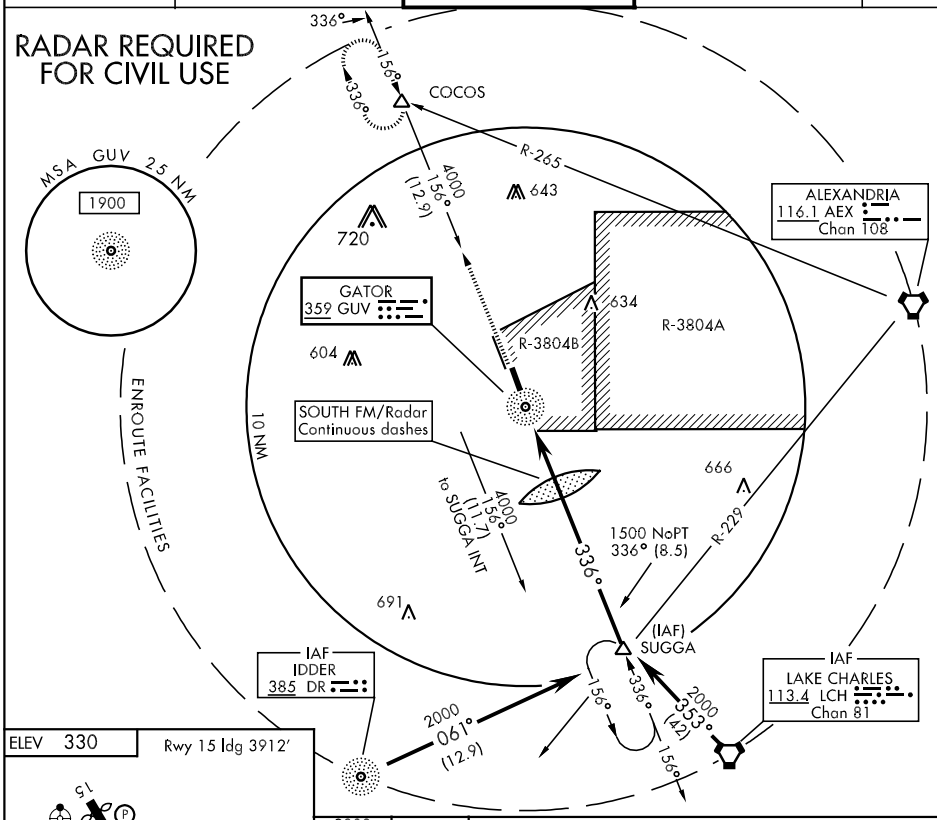
CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS INT.

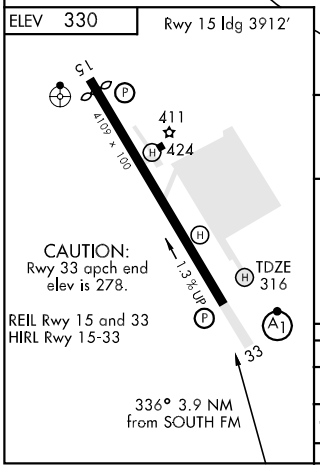
ALSF-1

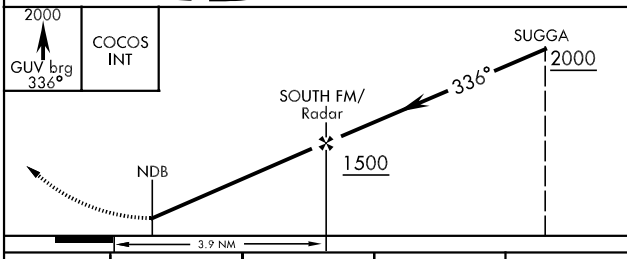
MISSED APPROACH: Climb to 2000 via GUV NDB brg 336° to COCOS INT and hold.

ATIS	POLK APP CON	POLK TOWER	GND CON	ASR/PAR
134.85 234.3	123.7 254.8	119.0 257.75	121.8 239.25	

RADAR REQUIRED FOR CIVIL USE







CATEGORY	A	B	C	D
S-33	700-1 384 (400-1)			700-1¼ 384(400-1¼)
CIRCLING	820-1 490 (500-1)		820-1½ 490(500-1½)	880-2 550(600-2)
S-PAR 33	579-½ 256 (300-½)		579-¾ 256 (300-¾) GS 3.0°	

SC-4, 17 DEC 2009 to 14 JAN 2010

VORTAC FXU 108.4 Chan 21	APCH CRS 156°	Rwy ldg 3912 TDZE 329 Arpt Elev 330

VOR or TACAN or GPS RWY 15

AL-5096 [USA]

POLK AAF (KPOE)

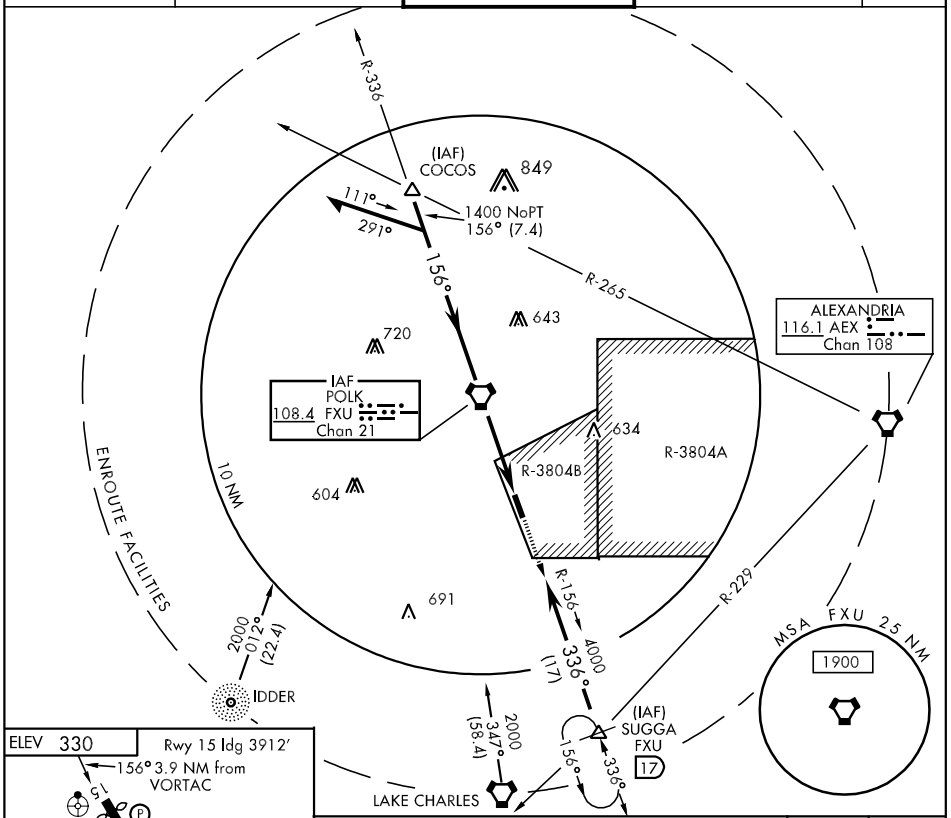
GPS NA

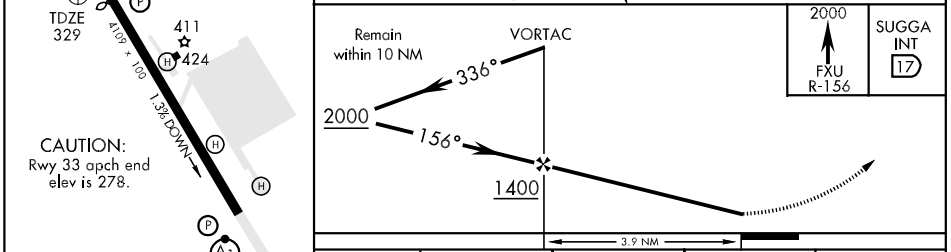
CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS intersection.

ODALS

MISSED APPROACH: Climb to 2000 via R-156 to SUGGA INT FXU 17 DME and hold.

ATIS	POLK APP CON	POLK TOWER	GND CON	ASR/PAR
134.85 234.3	123.7 254.8	119.0 257.75	121.8 239.25	





FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-15	780-¾ 451 (500-¾)		780-1 451(500-1)	780-1¼ 451(500-1¼)
CIRCLING	820-1 490 (500-1)		820-1½ 490(500-1½)	880-2 550(600-2)
S-PAR 15	529-¾ 200 (200-¾)		GS 3.0°	

VORTAC FXU 108.4 Chan 21	APCH CRS 336°	Rwy ldg 4109 TDZE 316 Arpt Elev 330

VOR or TACAN or GPS RWY 33

AL-5096 [USA] POLK AAF (KPOE)

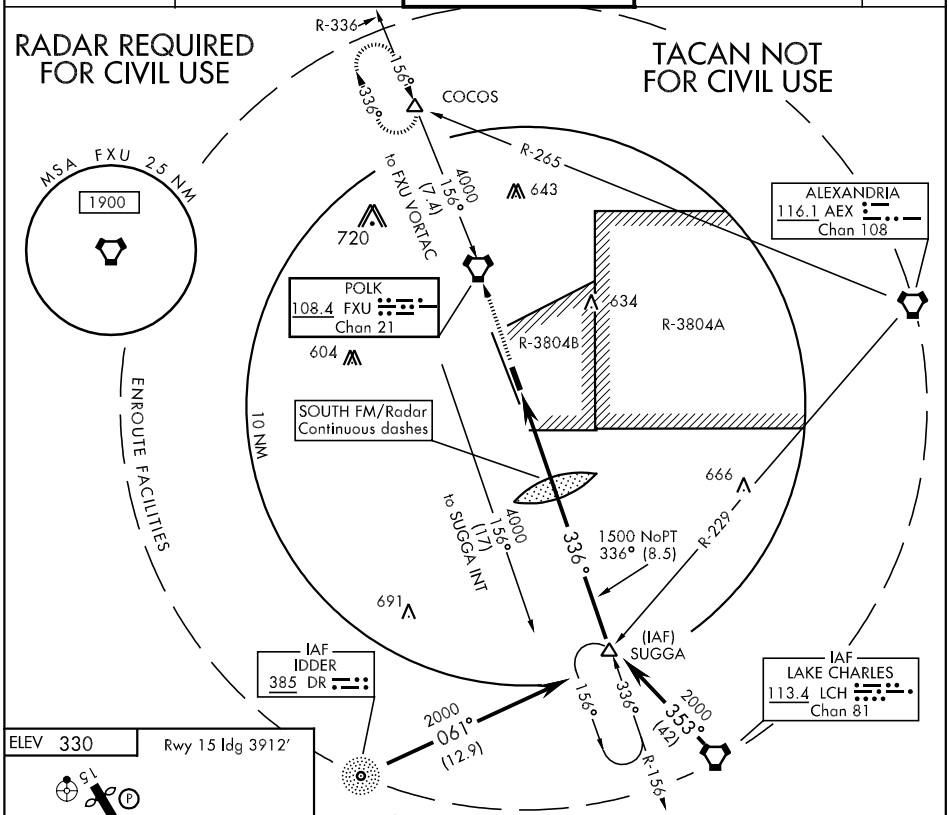
GPS NA

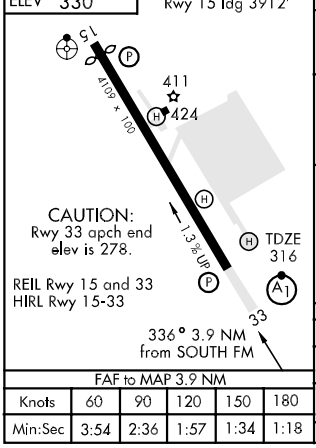
CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS INT.

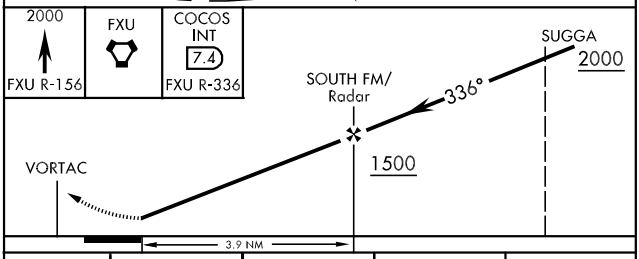
ALSF-1

MISSED APPROACH: Climb to 2000 via R-156 to FXU VORTAC, then via R-336 to COCOS INT FXU 7.4 DME and hold.

ATIS	POLK APP CON	POLK TOWER	GND CON	ASR/PAR
134.85 234.3	123.7 254.8	119.0 257.75	121.8 239.25	







FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-33	700-1 384 (400-1)			700-1¼ 384(400-1¼)
CIRCLING	820-1 490 (500-1)		820-1½ 490(500-1½)	880-2 550(600-2)
S-PAR 33	579-½ 256 (300-½)		579-¾ 256 (300-¾) GS 3.0°	

WAAS CH 61308 W18A	APP CRS 179°	Rwy ldg 6502 TDZE 1 Apt Elev 1

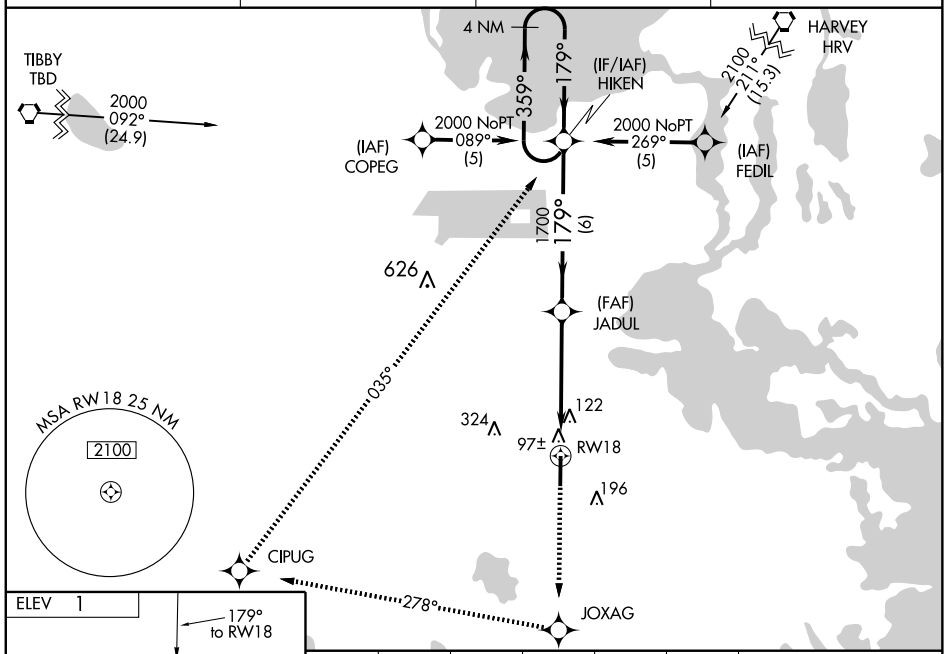
RNAV (GPS) RWY 18

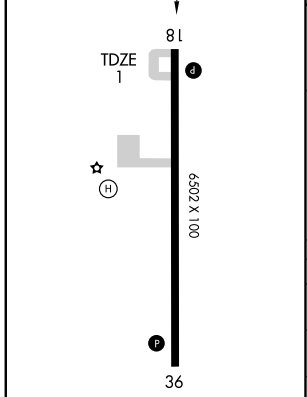
GALLIANO/SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA and MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D, and circling Cat C visibility ¼ mile.

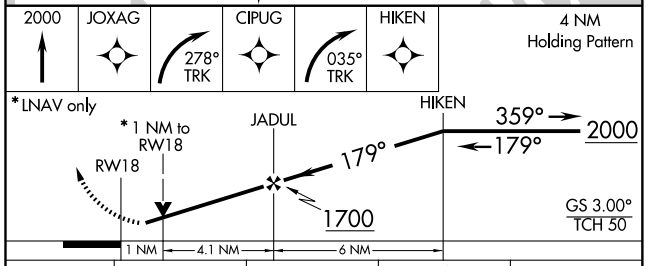
MISSED APPROACH: Climb to 2000 direct JOXAG and right turn via 278° track to CIPUG and right turn via 035° track to HIKEN and hold.

AWOS-3	NEW ORLEANS APP CON	GCO	UNICOM
118.175	123.85 256.9	135.075	123.0 (CTAF) L





MIRL Rwy 18-36 L
REIL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	351-1¼ 350 (400-1¼)			
LNAV/VNAV DA	382-1¼ 381 (400-1¼)			
LNAV MDA	380-1 379 (400-1)			
CIRCLING	500-1 499 (500-1)	560-1 559 (600-1)	560-1½ 559 (600-1½)	560-2 559 (600-2)

SC-4. 17 DEC 2009 to 14 JAN 2010

WAAS CH 69608 W36A	APP CRS 359°	Rwy ldg 6502 TDZE -1 Apt Elev 1

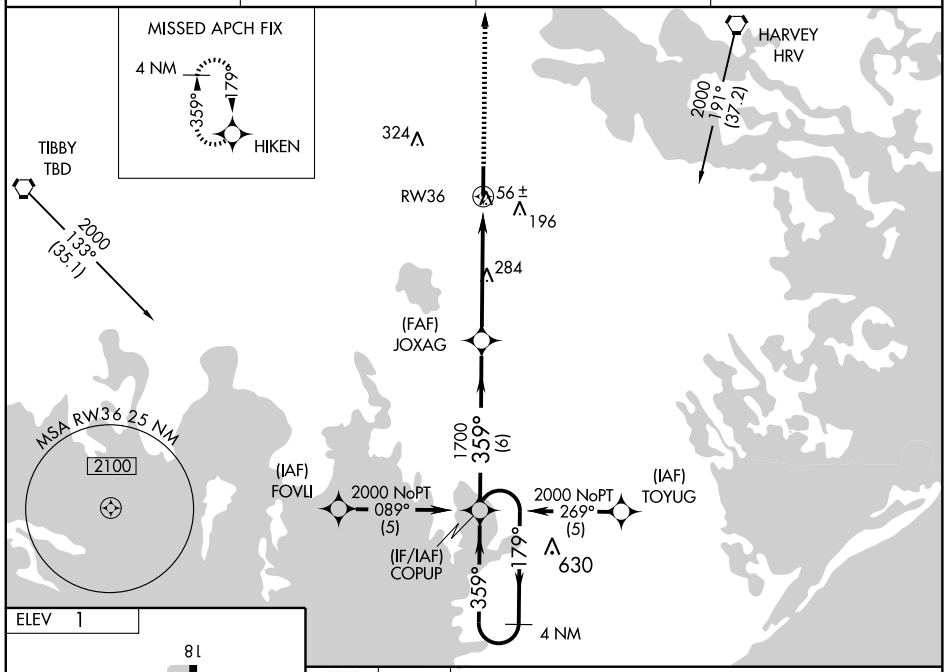
RNAV (GPS) RWY 36

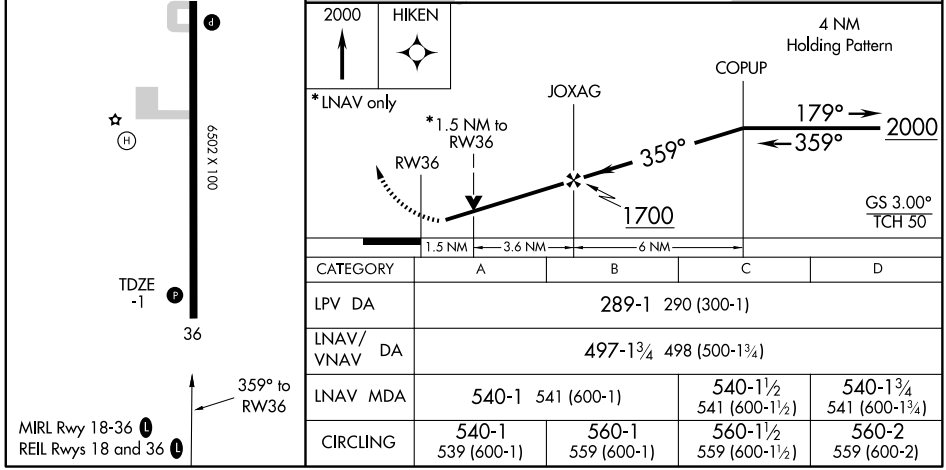
GALLIANO/SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA/MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D, and circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct HIKEN and hold.

AWOS-3	NEW ORLEANS APP CON	GCO	UNICOM
118.175	123.85 256.9	135.075	123.0 (CTAF)





CATEGORY	A	B	C	D
LPV DA	289-1 290 (300-1)			
LNAV/VNAV DA	497-1¾ 498 (500-1¾)			
LNAV MDA	540-1 541 (600-1)		540-1½ 541 (600-1½)	540-1¾ 541 (600-1¾)
CIRCLING	540-1 539 (600-1)	560-1 559 (600-1)	560-1½ 559 (600-1½)	560-2 559 (600-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	3998
169°	TDZE	14
	Apt Elev	15

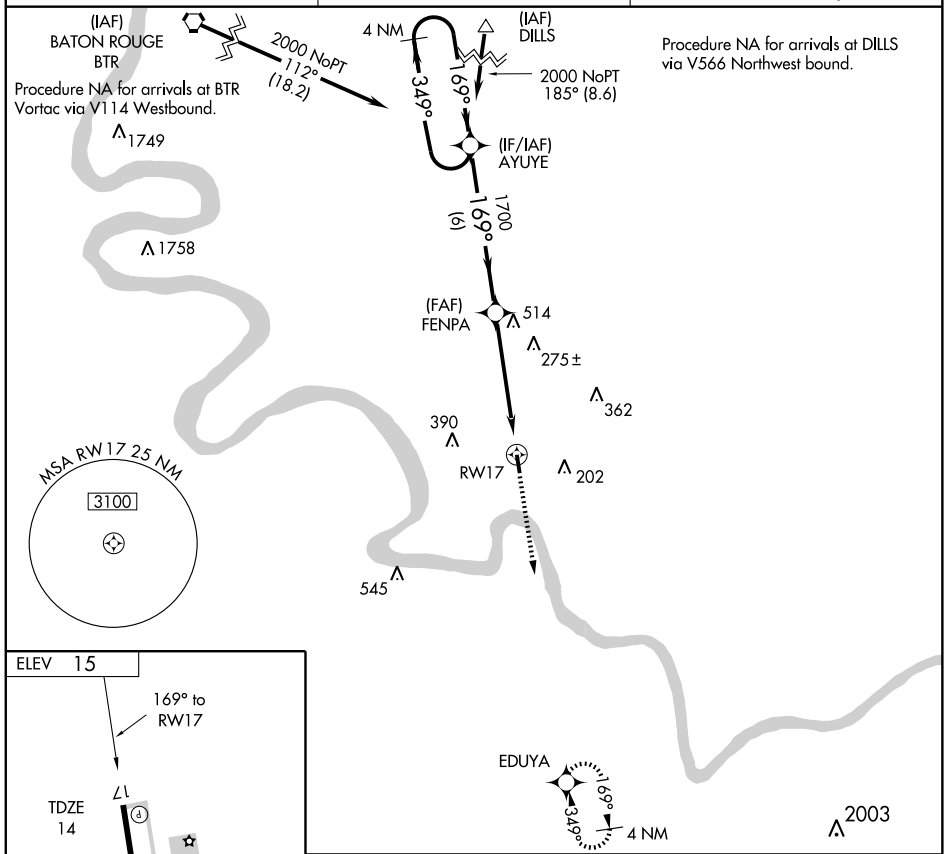
RNAV (GPS) RWY 17
GONZALES/LOUISIANA RGNL (L38)

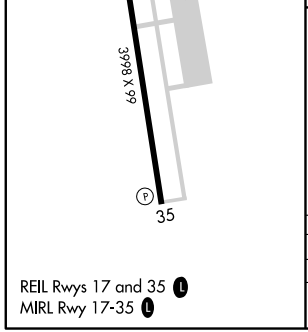
NA

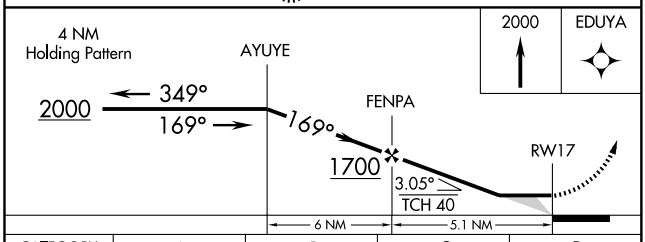
DME/DME RNP-0.3 NA. Use Baton Rouge Metropolitan, Ryan Field altimeter setting; if not received, use Hammond Northshore Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2000 direct EDUYA and hold.

BATON ROUGE APP CON ★	GCO	UNICOM
126.5 278.3	135.075	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	520-1 506 (600-1)		520-1½ 506 (600-1½)	
CIRCLING	520-1 505 (600-1)		620-1¾ 605 (700-1¾)	640-2 625 (700-2)

REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

SC-4. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	3998
349°	TDZE	14
	Apt Elev	15

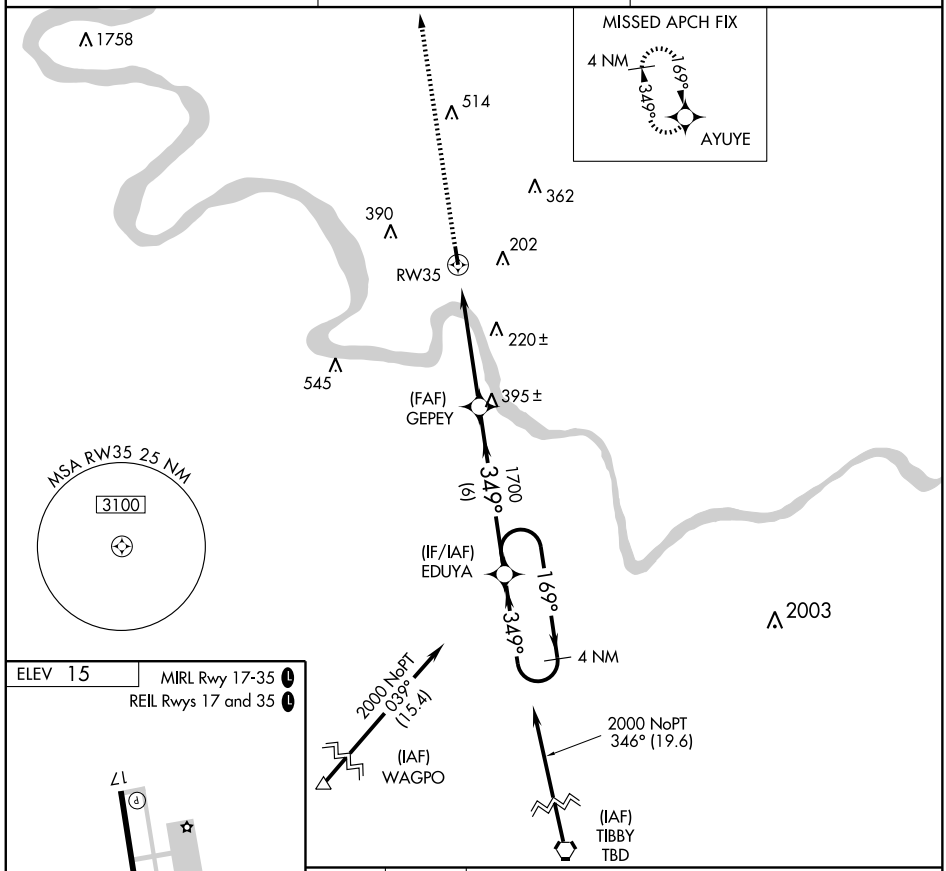
RNAV (GPS) RWY 35
GONZALES/ LOUISIANA RGNL (L38)

NA

DME/DME RNP-0.3 NA. Use Baton Rouge Metropolitan, Ryan Field altimeter setting; if not received, use Hammond Northshore Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2000 direct AYUYE and hold.

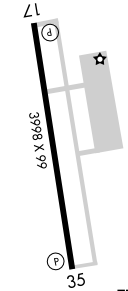
BATON ROUGE APP CON ★	GCO	UNICOM
126.5 278.3	135.075	123.0 (CTAF) L



ELEV 15

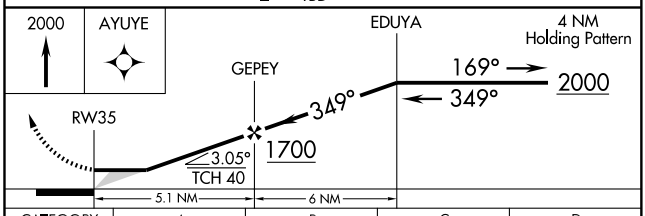
MIRL Rwy 17-35 L

REIL Rwys 17 and 35 L



TDZE 14

349° to RW35



CATEGORY	A	B	C	D
LNAV MDA	540-1 526 (600-1)		540-1½ 526 (600-1½)	540-1¾ 526 (600-1¾)
CIRCLING	540-1 525 (600-1)		620-1¾ 605 (700-1¾)	640-2 625 (700-2)

VORTAC BTR 116.5 Chan 112	APP CRS 129°	Rwy ldg N/A TDZE N/A Apt Elev 15

VOR/DME-A

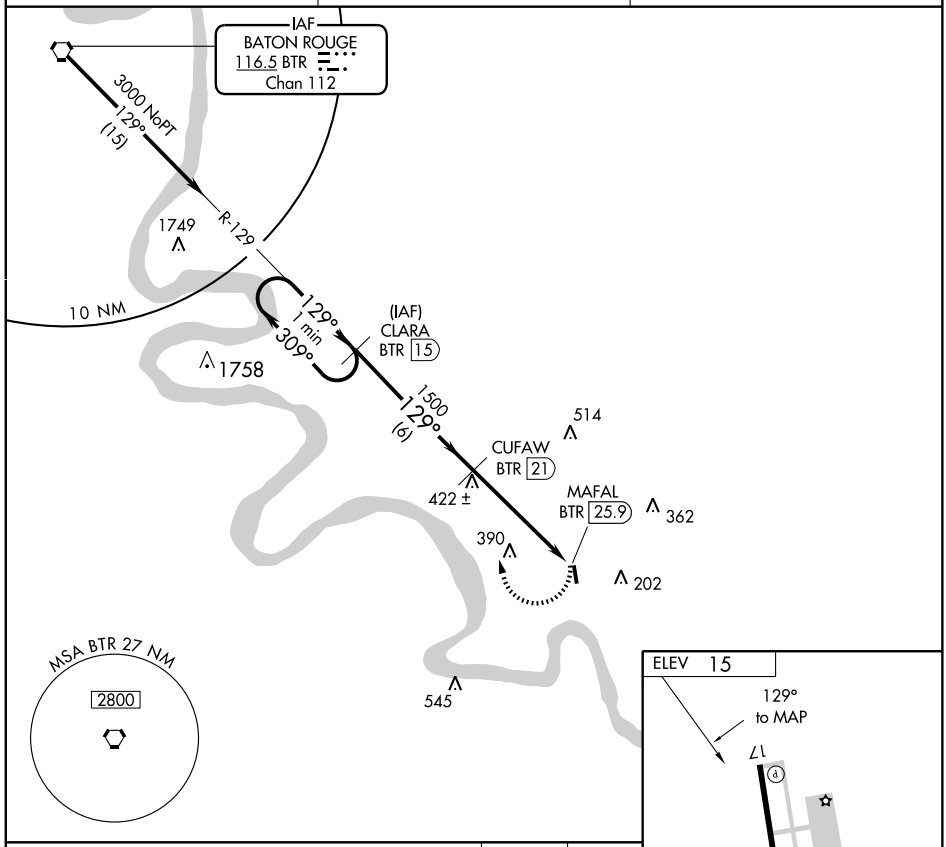
GONZALES/ LOUISIANA RGNL (L38)

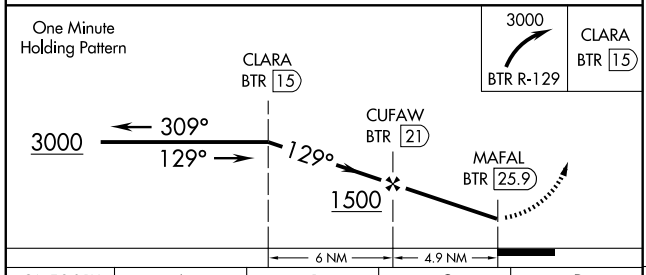
Use Baton Rouge Metropolitan, Ryan Field altimeter setting; if not received, use Hammond Northshore Rgnl altimeter setting and increase all MDAs 20 feet.

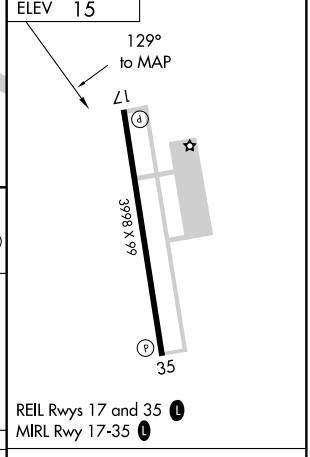
NA

MISSED APPROACH: Climbing right turn to 3000 via BTR R-129 to CLARA/15 DME and hold.

BATON ROUGE APP CON ★	GCO	UNICOM
126.5 278.3	135.075	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	800-1 785 (800-1)	800-1¼ 785 (800-1¼)	800-2¼ 785 (800-2¼)	800-2½ 785 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 17 DEC 2009 to 14 JAN 2010

LOC I-HPF	APP CRS	Rwy ldg	5001
111.5	177°	TDZE	44
		Apt Elev	46

ILS or LOC RWY 18
HAMMOND NORTHSHORE RGNL (HDC)

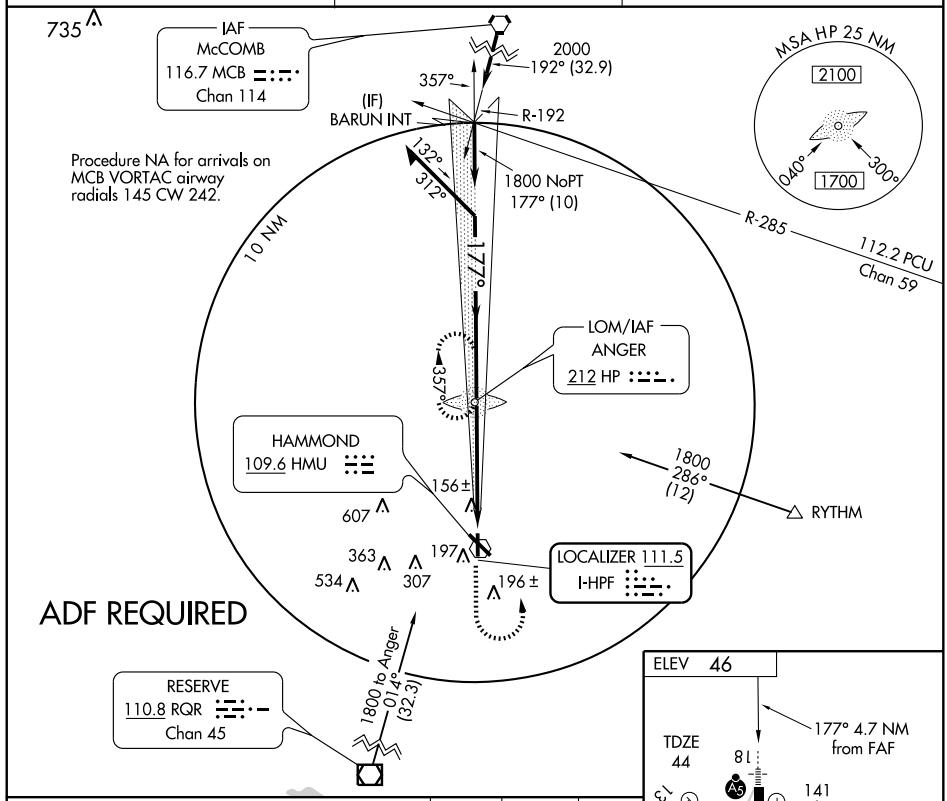
If local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA/MDAs 100 feet.

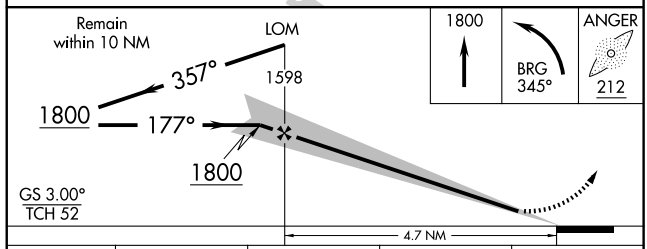
NA

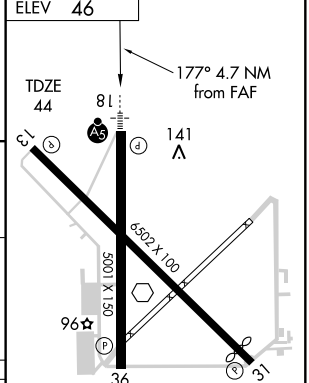
MALSR

MISSED APPROACH: Climb to 1800 then left turn via bearing 345° to ANGER LOM and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
118.325	119.3 350.35	122.7 (CTAF) L







REIL Rwys 13, 31 and 36 L
MIRL Rwys 13-31 and 18-36 L

CATEGORY	A	B	C	D
S-ILS 18	244-½ 200 (200-½)			
S-LOC 18	420-½ 376 (400-½)			420-¾ 376 (400-¾)
CIRCLING	500-1 454 (500-1)		500-1½ 454 (500-1½)	620-2 574 (600-2)

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SC-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	5001
177°	TDZE	44
	Apt Elev	46

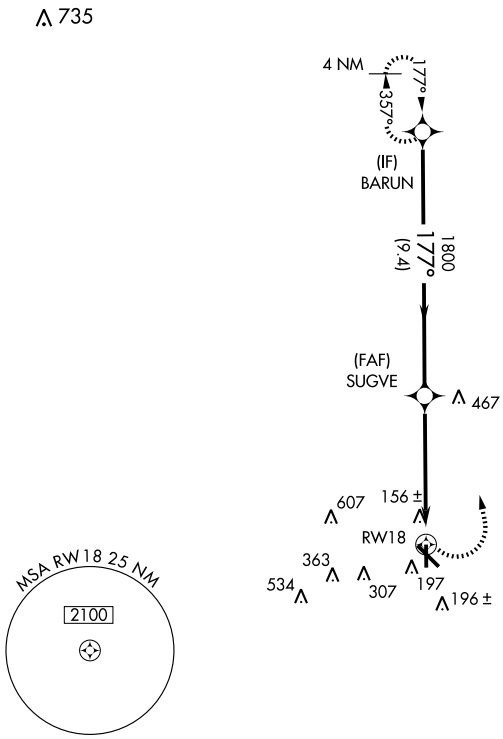
RNAV (GPS) RWY 18
HAMMOND NORTHSHORE RGNL (HDC)

If local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDAs 100 feet. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility to 1¼. DME/DME RNP-0.3 NA.

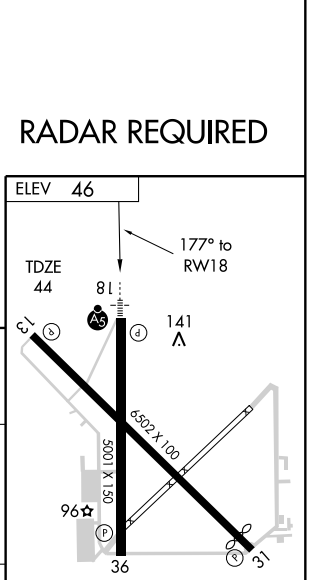
MALSR

MISSED APPROACH: Climbing left turn to 1800 direct BARUN and hold.

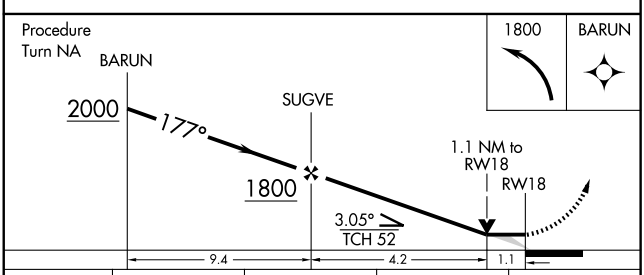
AWOS-3	NEW ORLEANS APP CON	UNICOM
118.325	119.3 350.35	122.7 (CTAF) L



RADAR REQUIRED



REIL Rwys 13, 31 and 36 L
MIRL Rwys 13-31 and 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	460-½ 416 (500-½)		460-¾ 416 (500-¾)	460-1 416 (500-1)
CIRCLING	500-1 454 (500-1)		500-1½ 454 (500-1½)	620-2 574 (600-2)

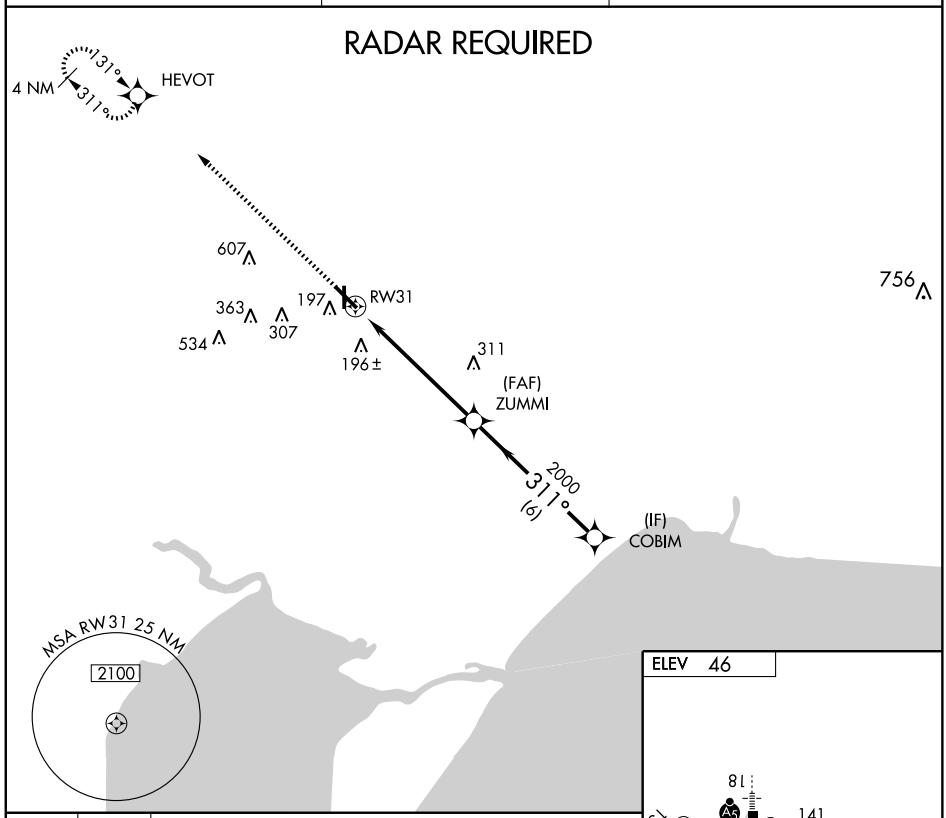
APP CRS	Rwy ldg	5812
311°	TDZE	43
	Apt Elev	46

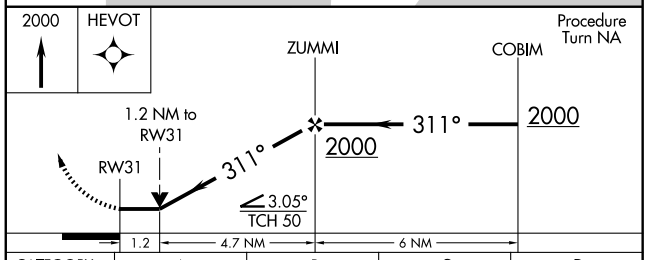
RNAV (GPS) RWY 31
HAMMOND NORTHSHORE RGNL (HDC)

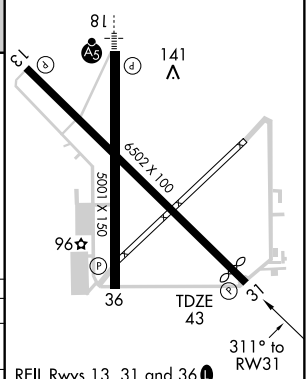
If local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct HEVOT and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
118.325	119.3 350.35	122.7 (CTAF) L







REIL Rwys 13, 31 and 36 L
MIRL Rwys 13-31 and 18-36 L

CATEGORY	A	B	C	D
LNAV MDA	460-1 417 (500-1)		460-1¼ 417 (500-1¼)	
CIRCLING	500-1 454 (500-1)		500-1½ 454 (500-1½)	620-2 574 (600-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

VOR HMU	APP CRS	Rwy ldg	5001
109.6	172°	TDZE	44
		Apt Elev	46

VOR RWY 18

HAMMOND NORTHSHORE RGNL (HDC)

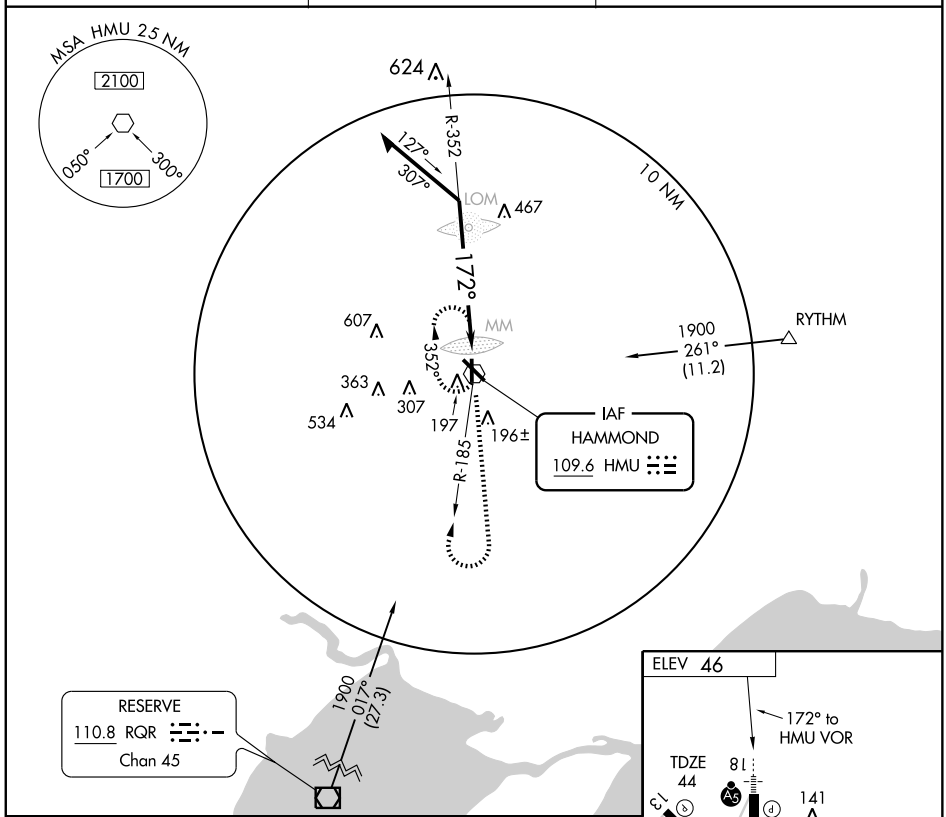
If local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDAs 100 feet.

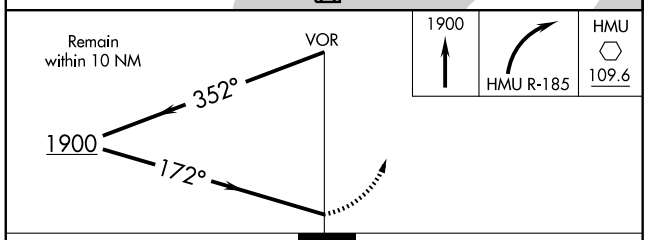
NA

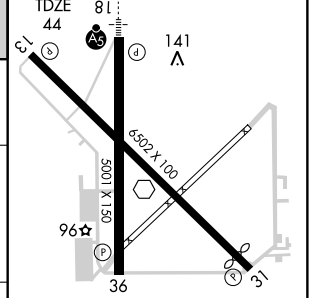
MALSR

MISSED APPROACH: Climb to 1900 then right turn via HMU R-185 to HMU VOR and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
118.325	119.3 350.35	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-18	820-½ 776 (800-½)	820-¾ 776 (800-¾)	820-1¾ 776 (800-1¾)	820-2 776 (800-2)
CIRCLING	820-1 774 (800-1)	820-1¼ 774 (800-1¼)	820-2¼ 774 (800-2¼)	820-2½ 774 (800-2½)

REIL Rwys 13, 31 and 36 L

MIRL Rwys 13-31 and 18-36 L

SC-4, 17 DEC 2009 to 14 JAN 2010

VOR HMU 109.6	APP CRS 305°	Rwy ldg 5812 TDZE 43 Apt Elev 46

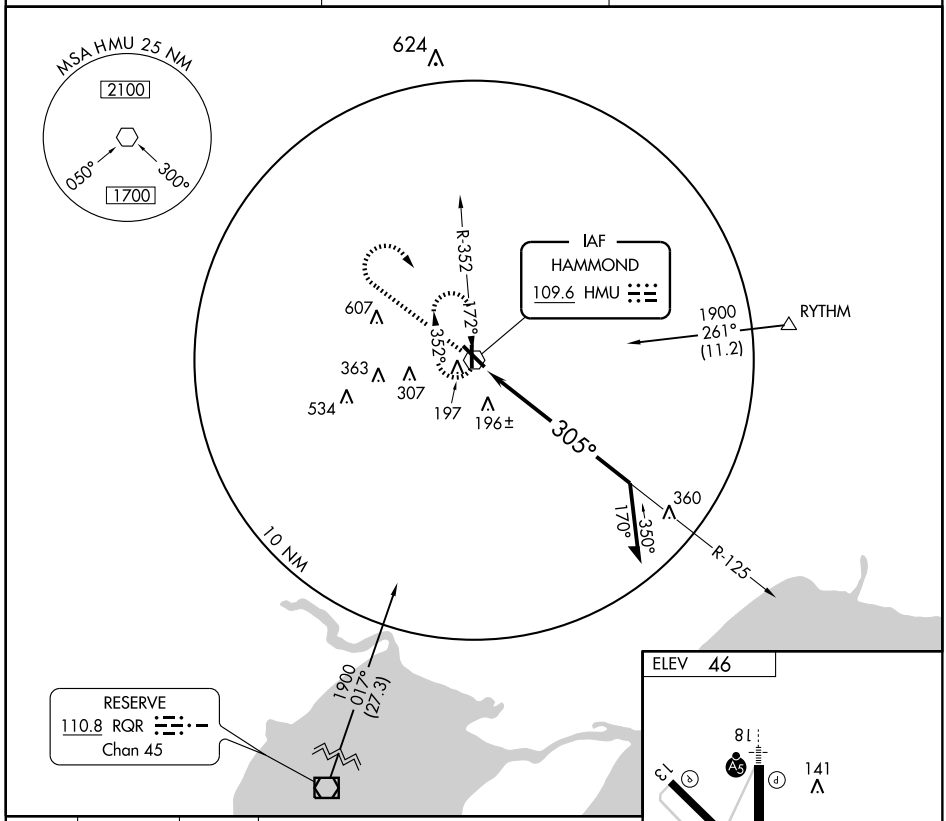
VOR RWY 31
HAMMOND NORTHSHORE RGNL (HDC)

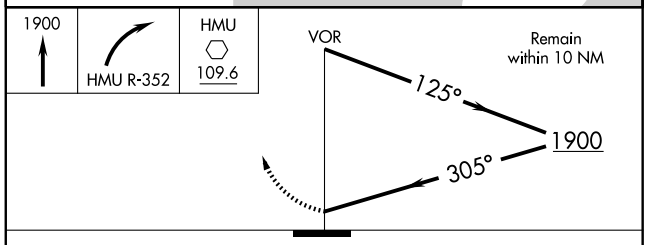
If local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDAs 100 feet.

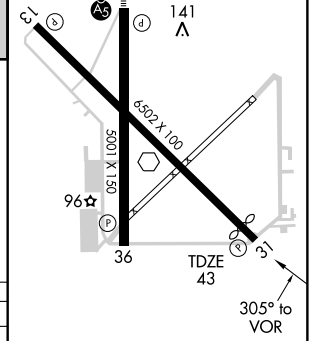
NA

MISSED APPROACH: Climb to 1900, then right turn via HMU R-352 to HMU VOR and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
118.325	119.3 350.35	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-31	1000-1¼ 957 (1000-1¼)	1000-1½ 957 (1000-1½)	1000-3 957 (1000-3)	
CIRCLING	1000-1¼ 954 (1000-1¼)	1000-1½ 954 (1000-1½)	1000-3 954 (1000-3)	

REIL Rwys 13, 31 and 36 L
MIRL Rwys 13-31 and 18-36 L

SC-4, 17 DEC 2009 to 14 JAN 2010

NDB HMQ	APP CRS	Rwy ldg	3199
212	109°	TDZE	244
		Apt Elev	244

NDB RWY 12

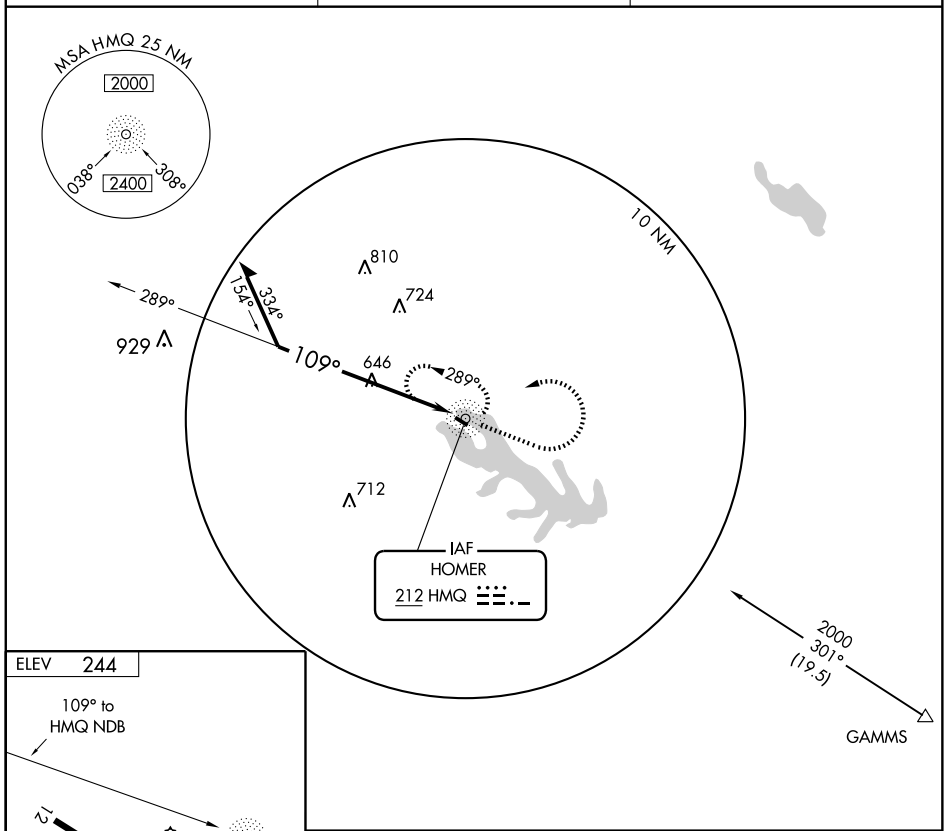
HOMER MUNI (5F4)

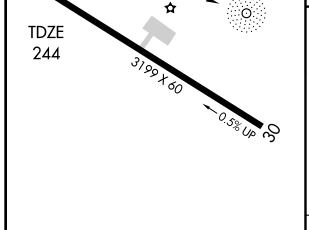
Use Barksdale AFB altimeter setting.

NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct HMQ NDB and hold.

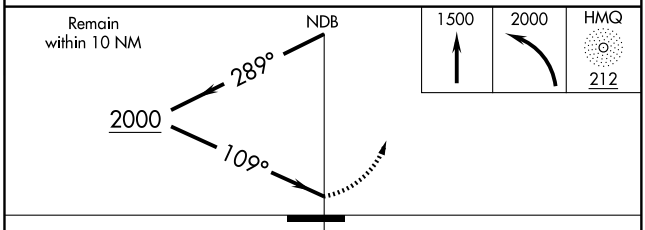
SHREVEPORT APP CON	CTAF	122.8 L
118.6 350.2	122.9	





MIRL Rwy 12-30 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-12	1160-1¼ 916 (1000-1¼)		1160-2¾ 916 (1000-2¾)	NA
CIRCLING	1160-1¼ 916 (1000-1¼)		1160-2¾ 916 (1000-2¾)	NA

SC-4, 17 DEC 2009 to 14 JAN 2010

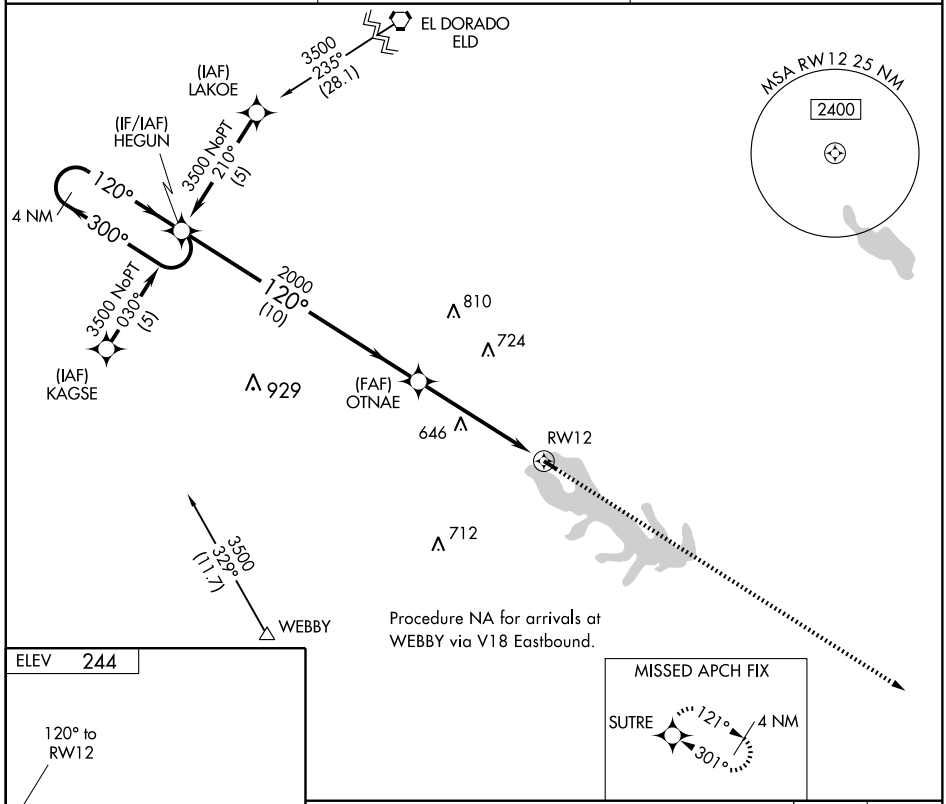
APP CRS	Rwy ldg	3199
120°	TDZE	244
	Apt Elev	244

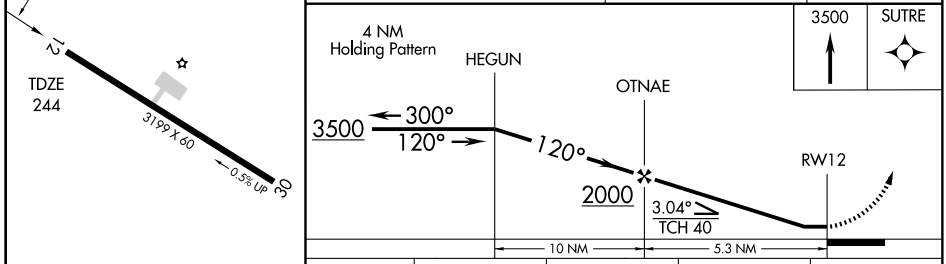
RNAV (GPS) RWY 12
HOMER MUNI (5F4)

Use El Dorado, AR altimeter setting, when not received use Ruston altimeter setting. Procedure NA at night.
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3500 direct SUTRE and hold.

SHREVEPORT APP CON	CTAF	122.8 L
118.6 350.2	122.9	





CATEGORY	A	B	C	D
LNAV MDA	1020-1 776 (800-1)	1020-1¼ 776 (800-1¼)	1020-2¼ 776 (800-2¼)	NA
CIRCLING	1020-1 776 (800-1)	1020-1¼ 776 (800-1¼)	1020-2¼ 776 (800-2¼)	NA

MIRL Rwy 12-30 L

APP CRS	Rwy ldg	3199
301°	TDZE	244
	Apt Elev	244

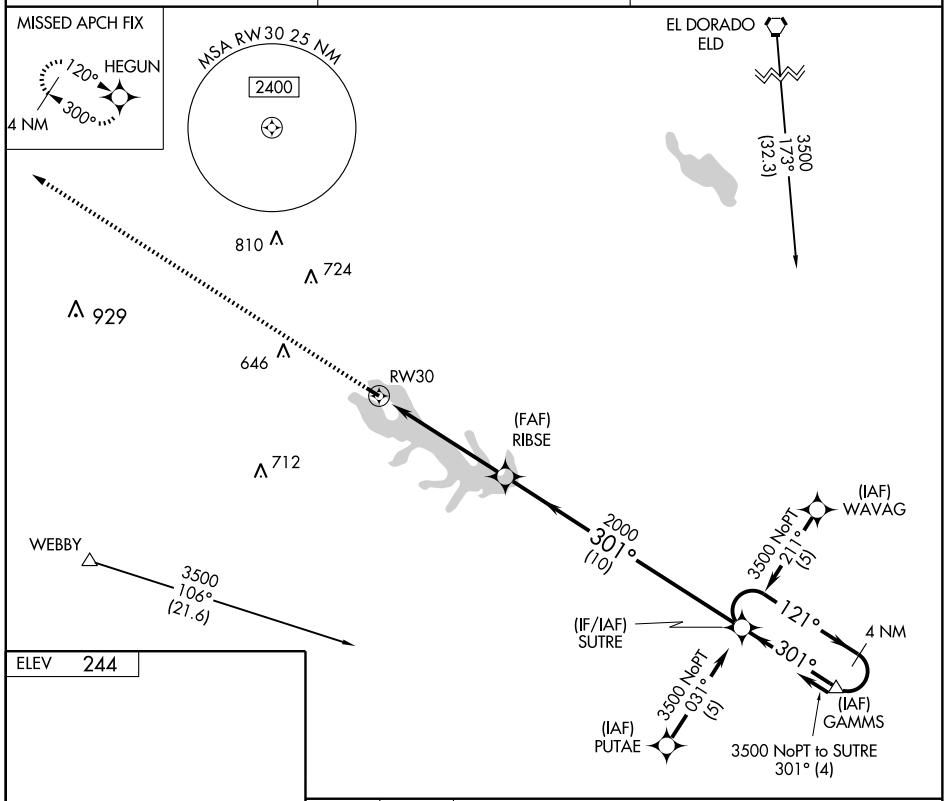
RNAV (GPS) RWY 30
HOMER MUNI (5F4)

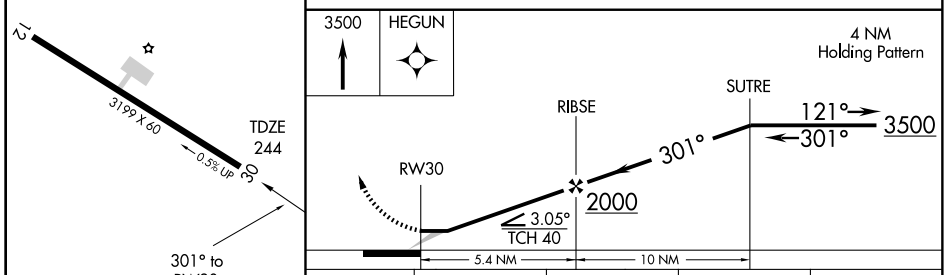
Use El Dorado, AR altimeter setting, when not received use Ruston altimeter setting. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 3500 direct HEGUN and hold.

SHREVEPORT APP CON	CTAF	122.8 L
118.6 350.2	122.9	





CATEGORY	A	B	C	D
LNAV MDA	840-1 596 (600-1)		840-1½ 596 (600-1½)	NA
CIRCLING	840-1 596 (600-1)		840-1½ 596 (600-1½)	NA

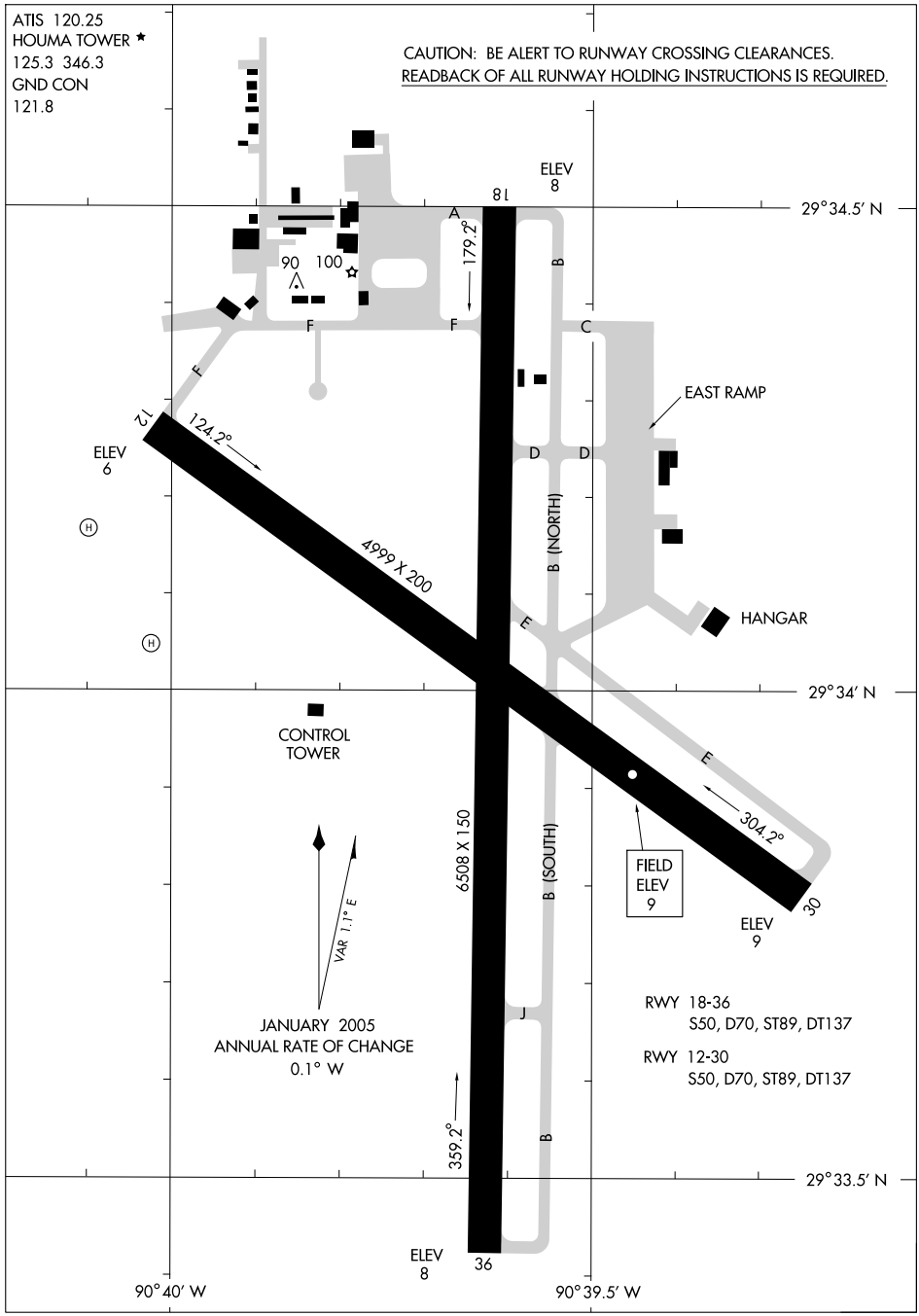
MIRL Rwy 12-30 L

SC-4, 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-5037 (FAA)

HOUMA-TERREBONNE (HUM)
HOUMA, LOUISIANA



VORTAC TBD 112.0 Chan 57	APP CRS 121°	Rwy ldg 4999 TDZE 9 Apt Elev 10

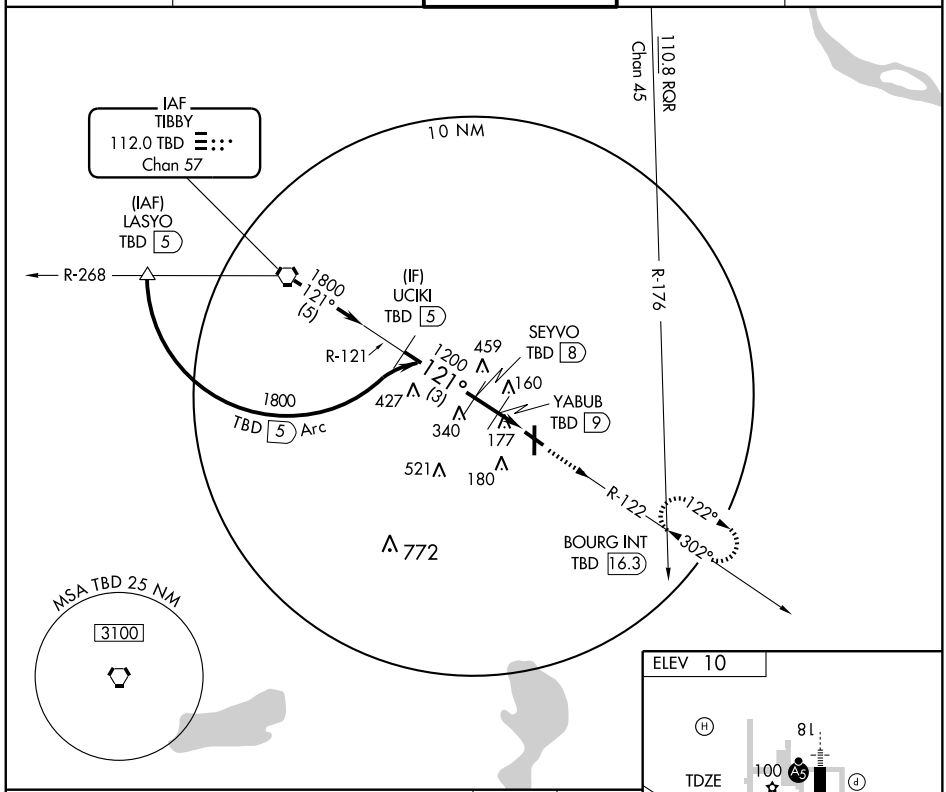
COPTER VOR/DME RWY 12

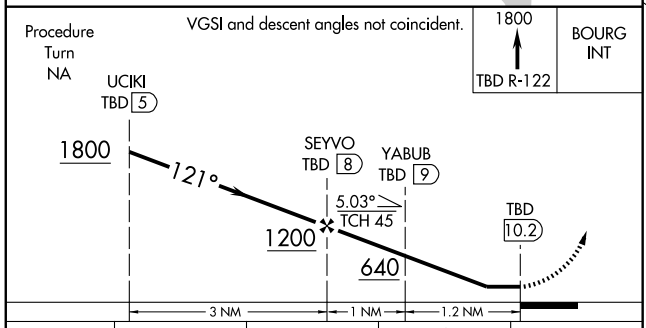
HOUMA-TERREBONNE (HUM)

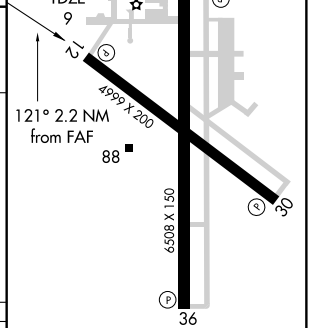
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climb to 1800 via TBD VORTAC R-122 to BOURG INT/16.3 DME and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER*	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95







CATEGORY	COPTER	B	C	D
H-12	440-¾ 431 (500-¾)	NA	NA	NA

REIL Rwys 12, 30, and 36 L

HIRL Rwys 12-30 and 18-36 L

SC-4, 17 DEC 2009 to 14 JAN 2010

LOC I-HUM	APP CRS	Rwy ldg	6508
108.5	179°	TDZE	9
		Apt Elev	10

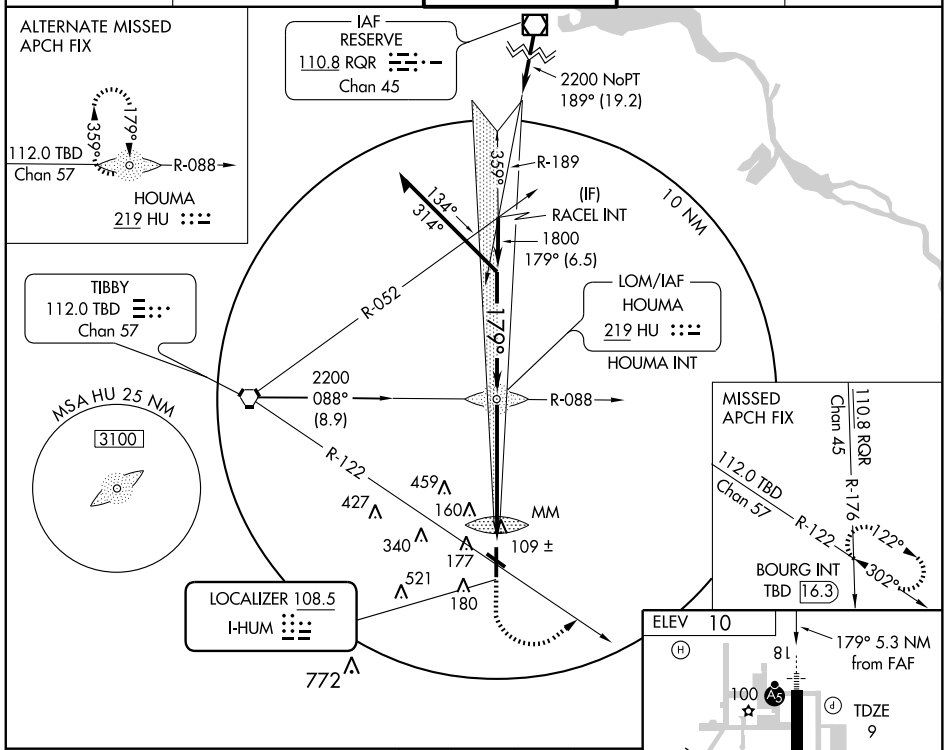
ILS or LOC RWY 18
HOUMA-TERREBONNE (HUM)

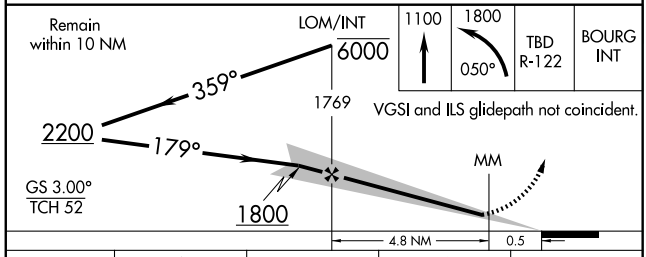
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase S-LOC 18 Cats C and D visibility ¼ mile and Circling Cat D ¼ mile. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase S-ILS 18 all Cats visibility ½ mile.

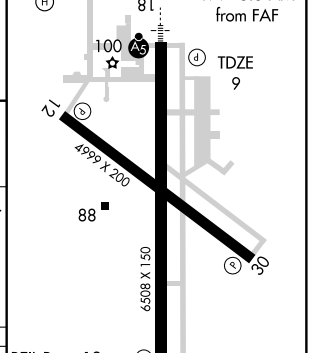
MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 1800 via heading 050° and TBD R-122 to BOURG INT/TBD 16.3 DME and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER★	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95







CATEGORY	A	B	C	D
S-ILS 18	209-½ 200 (200-½)			
S-LOC 18	360-½ 351 (400-½)			360-¾ 351 (400-¾)
CIRCLING	480-1 470 (500-1)		480-1½ 470 (500-1½)	620-2 610 (700-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SC-4, 17 DEC 2009 to 14 JAN 2010

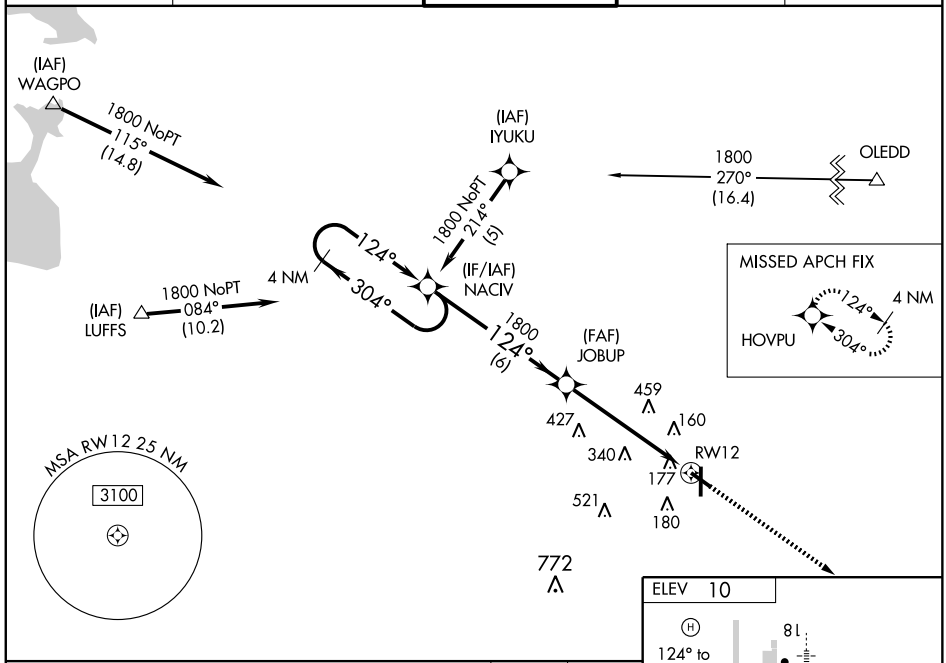
WAAS CH 56313 W12A	APP CRS 124°	Rwy ldg 4999 TDZE 9 Apt Elev 10

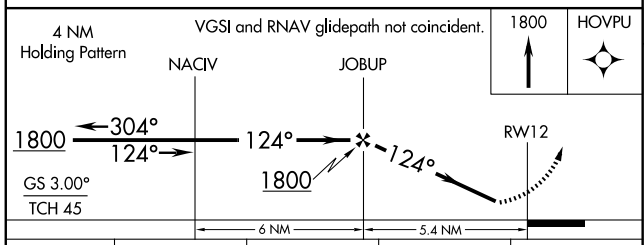
RNAV (GPS) RWY 12
HOUMA-TERREBONNE (HUM)

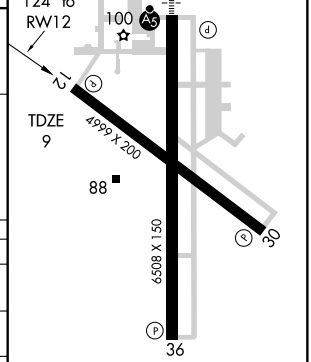
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV and Circling Cat B/C/D visibility ¼ mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct HOVPU and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER★	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	294-1 285 (300-1)			
LNAV/VNAV DA	491-1¾ 482 (500-1¾)			
LNAV MDA	680-1 671 (700-1)		680-2 671 (700-2)	680-2¼ 671 (700-2¼)
CIRCLING	680-1 670 (700-1)		680-2 670 (700-2)	680-2¼ 670 (700-2¼)

REIL Rwys 12, 30, and 36 L
HIRL Rwys 12-30 and 18-36 L

SC-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 99413 W18A	APP CRS 179°	Rwy ldg 6508 TDZE 9 Apt Elev 10

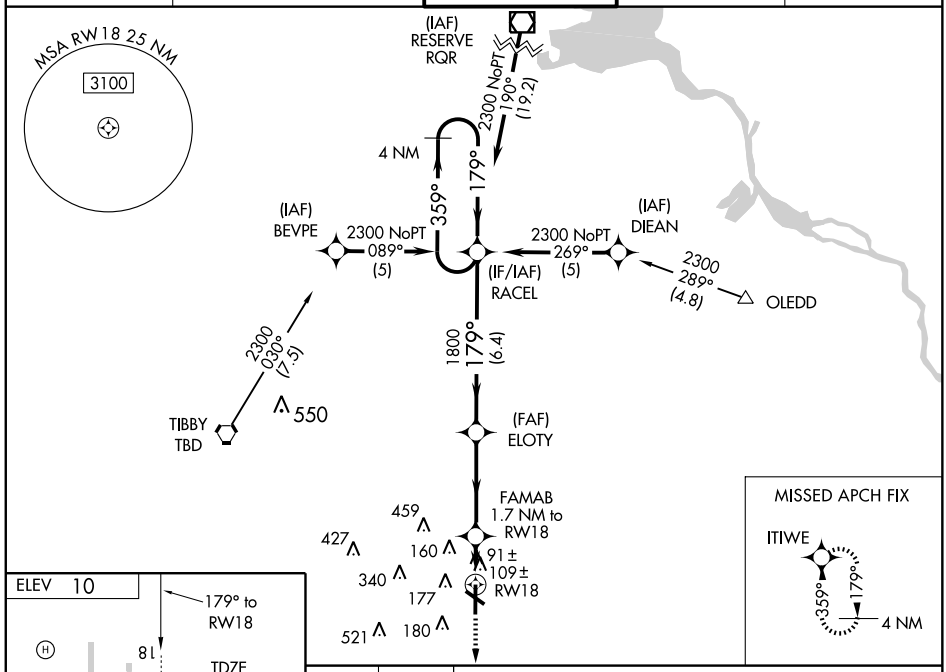
RNAV (GPS) RWY 18
HOUMA-TERREBONNE (HUM)

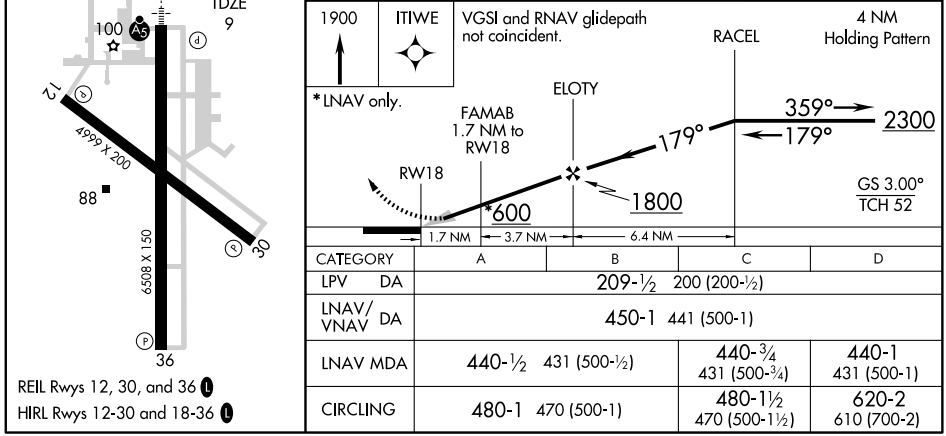
Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 80 feet, LNAV Cat C visibility ¼ mile and Circling Cat D visibility ¼ mile.
For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase LPV all Cats visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1900 direct ITIWE and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER*	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95





REIL Rwys 12, 30, and 36 L
HIRL Rwys 12-30 and 18-36 L

CATEGORY	A	B	C	D
LPV DA	209-½ 200 (200-½)			
LNAV/VNAV DA	450-1 441 (500-1)			
LNAV MDA	440-½ 431 (500-½)		440-¾ 431 (500-¾)	440-1 431 (500-1)
CIRCLING	480-1 470 (500-1)		480-1½ 470 (500-1½)	620-2 610 (700-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

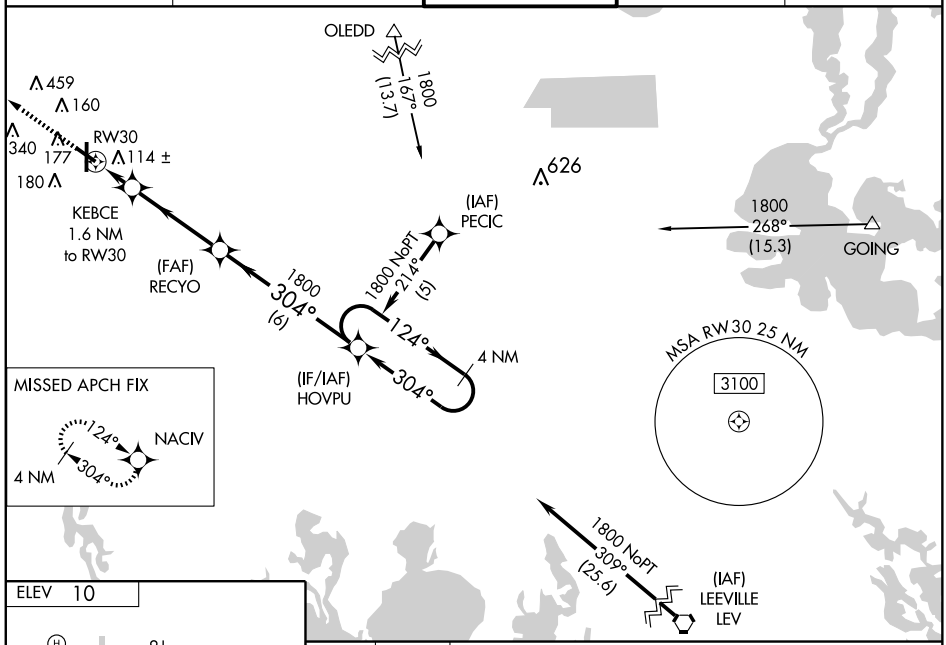
WAAS CH 61013 W30A	APP CRS 304°	Rwy ldg 4999 TDZE 10 Apt Elev 10

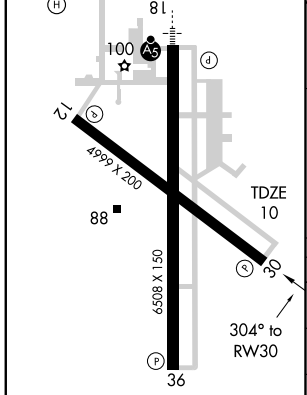
RNAV (GPS) RWY 30
HOUMA-TERREBONNE (HUM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C/D, and Circling Cat D visibility ¼ mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

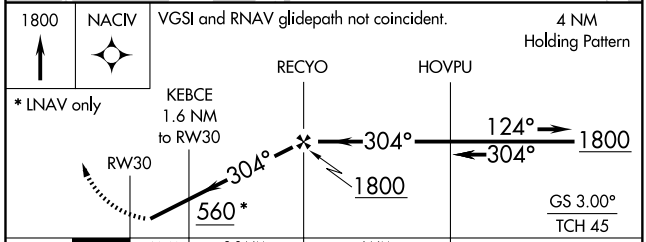
MISSED APPROACH: Climb to 1800 direct NACIV and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER*	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95





REIL Rwys 12, 30, and 36 L
HIRL Rwys 12-30 and 18-36 L



CATEGORY		A	B	C	D
LPV	DA	260-1 250 (300-1)			
LNAV/VNAV	DA	413-1½ 403 (500-1½)			
LNAV MDA		380-1 370 (400-1)			380-1¼ 370 (400-1¼)
CIRCLING		480-1 470 (500-1)		480-1½ 470 (500-1½)	620-2 610 (700-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

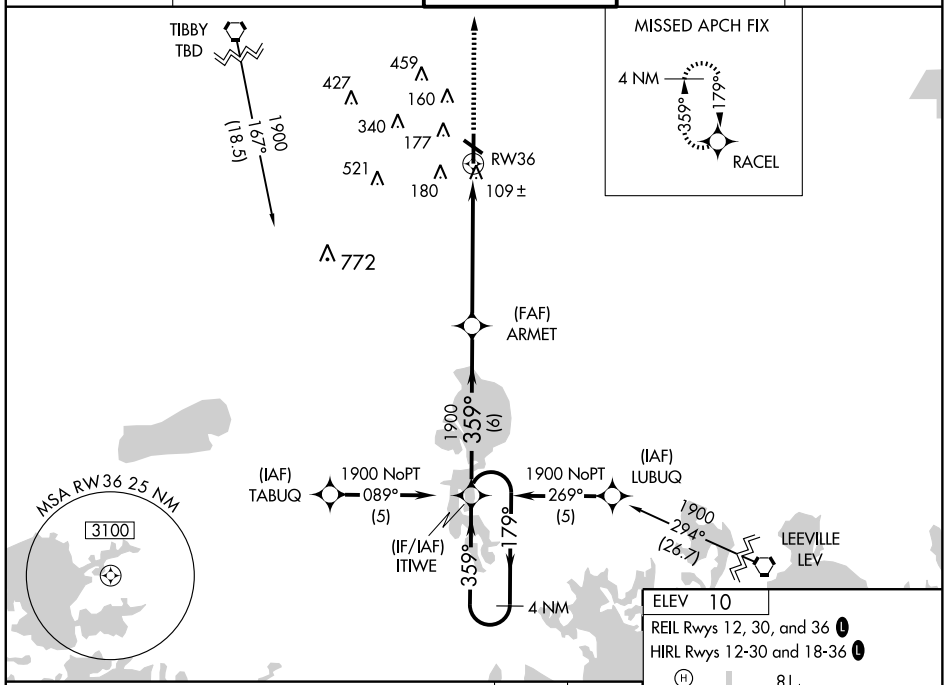
WAAS CH 56413 W36A	APP CRS 359°	Rwy ldg 6508 TDZE 9 Apt Elev 10

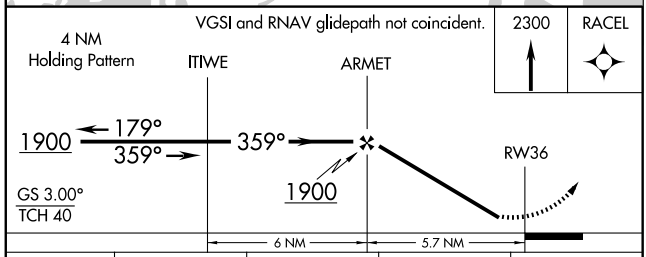
RNAV (GPS) RWY 36
HOUMA-TERREBONNE (HUM)

Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 80 feet, LNAV Cats C/D visibility ¼ mile and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct RACEL and hold.

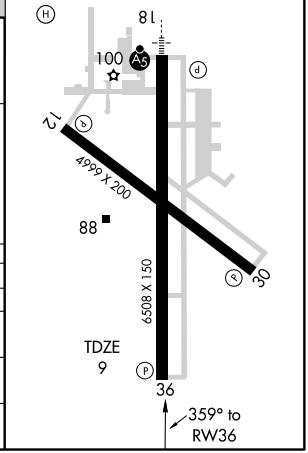
ATIS	NEW ORLEANS APP CON	HOUMA TOWER*	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95





CATEGORY	A	B	C	D
LPV DA	332-1¼ 323 (400-1¼)			
LNAV/VNAV DA	442-1½ 433 (500-1½)			
LNAV MDA	460-1 451 (500-1)		460-1¼ 451 (500-1¼)	460-1½ 451 (500-1½)
CIRCLING	480-1 470 (500-1)		480-1½ 470 (500-1½)	620-2 610 (700-2)

ELEV 10
REIL Rwys 12, 30, and 36 L
HIRL Rwys 12-30 and 18-36 L



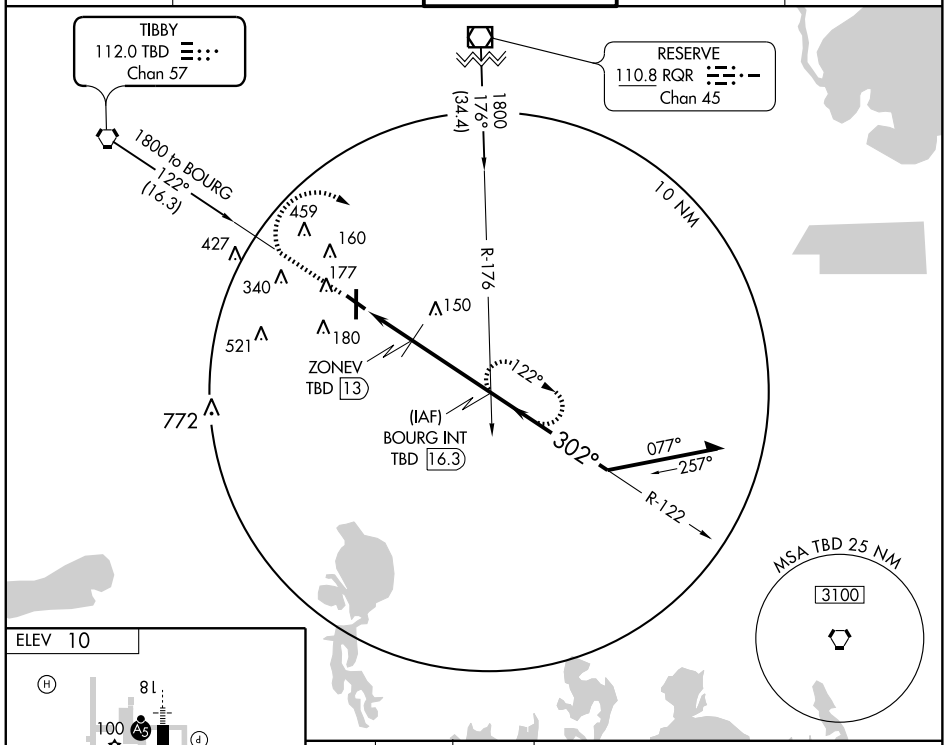
VORTAC TBD 112.0 Chan 57	APP CRS 302°	Rwy ldg 4999 TDZE 10 Apt Elev 10

VOR/DME RWY 30
HOUMA-TERREBONNE (HUM)

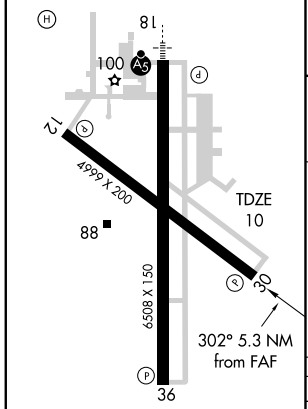
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 80 feet, increase S-30 Cat C/D and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 via TBD VORTAC R-122 to BOURG INT/TBD 16.3 DME and hold.

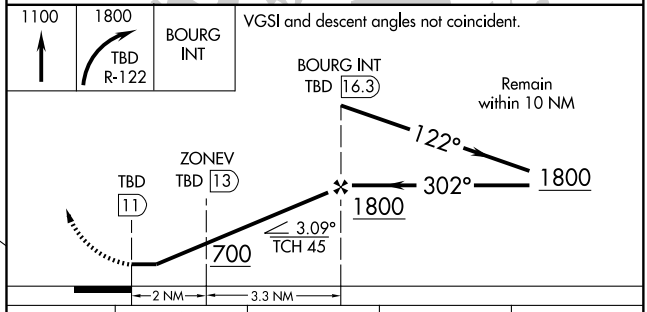
ATIS	NEW ORLEANS APP CON	HOUMA TOWER*	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95



ELEV 10



REIL Rwys 12, 30, and 36 L
HIRL Rwys 12-30 and 18-36 L



CATEGORY	A	B	C	D
S-30	400-1 390 (400-1)			400-1¼ 390 (400-1¼)
CIRCLING	480-1 470 (500-1)		480-1½ 470 (500-1½)	620-2 610 (700-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

VORTAC TBD 112.0 Chan 57	APP CRS 121°	Rwy ldg 4999 TDZE 9 Apt Elev 10

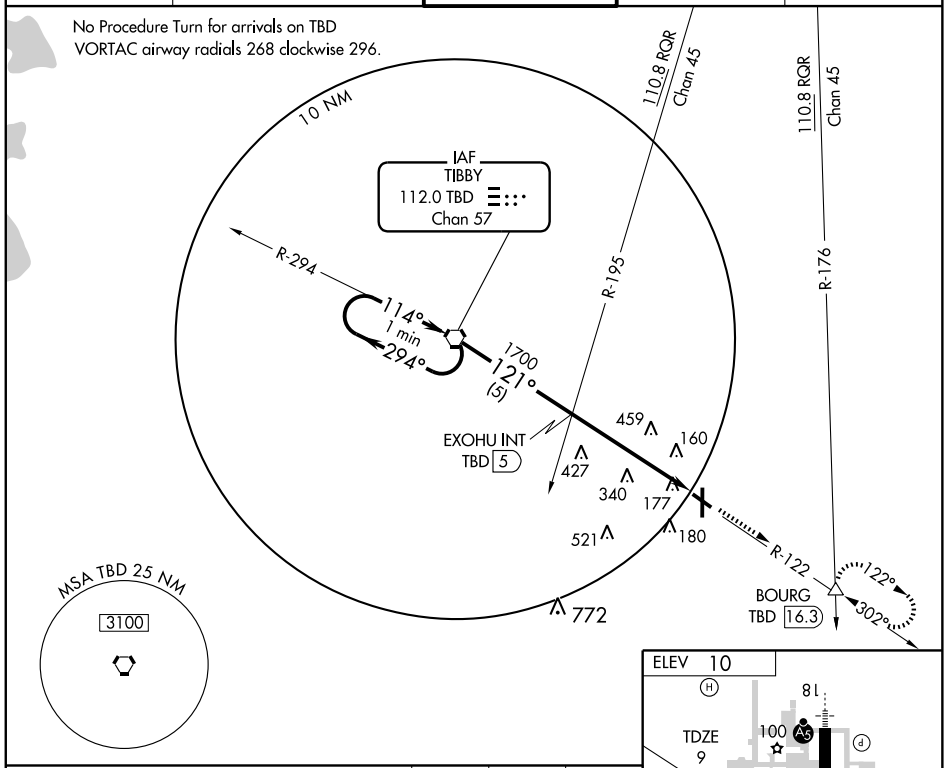
VOR RWY 12

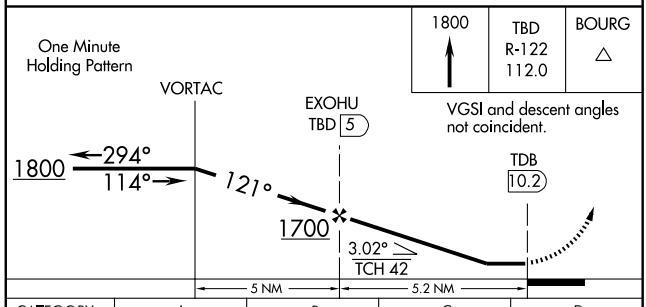
HOUMA-TERREBONNE (HUM)

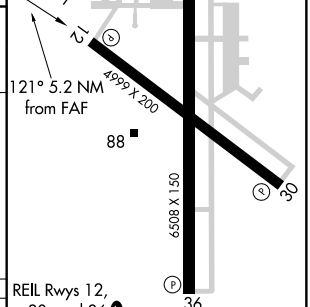
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 80 feet, increase S-12 Cat B/C/D and Circling Cat B/C/D visibility ¼ mile.

MISSED APPROACH: Climb to 1800 via TBD R-122 to BOURG Int/TBD 16.3 DME and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER★	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95







CATEGORY	A	B	C	D
S-12	720-1	711 (800-1)	720-2 711 (800-2)	720-2 ¼ 711 (800-2 ¼)
CIRCLING	720-1	710 (800-1)	720-2 710 (800-2)	720-2 ¼ 710 (800-2 ¼)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	5002
077°	TDZE	17
	Apt Elev	23

RNAV (GPS) RWY 8
JENNINGS (3R7)

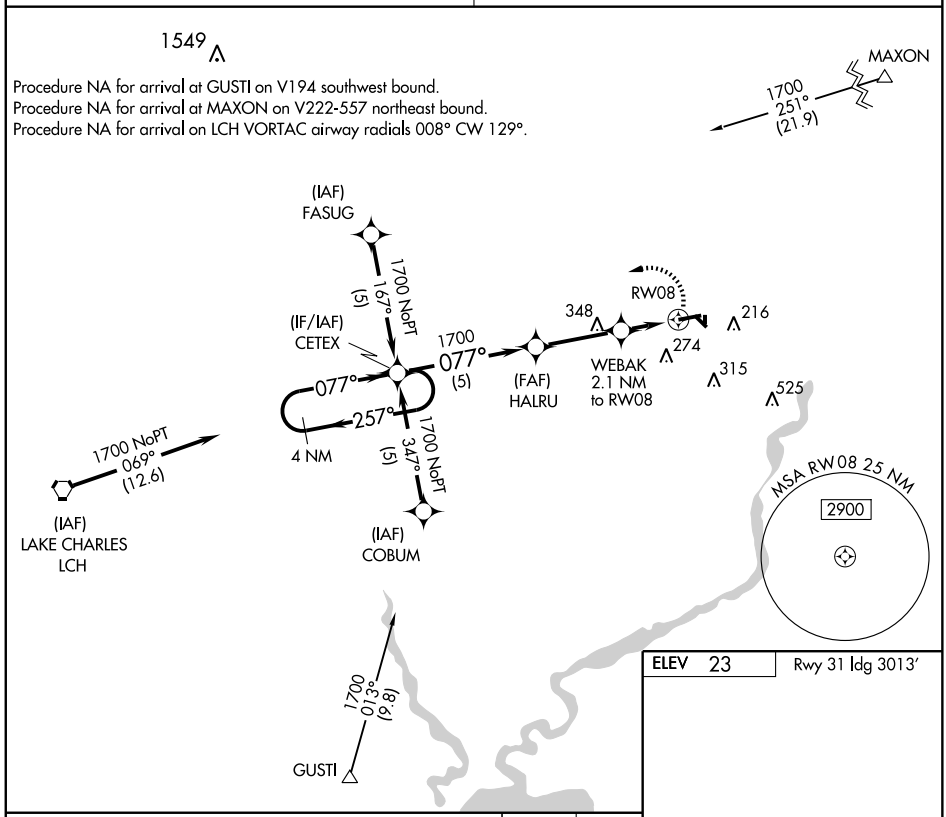
Use Lake Charles Rgnl altimeter setting.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

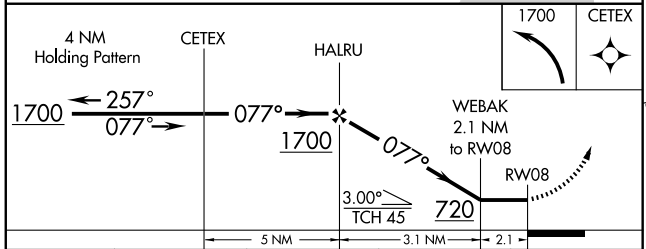
MISSED APPROACH: Climbing left turn to 1700 direct CETEX WP and hold.

LAKE CHARLES APP CON ★
119.8 282.3

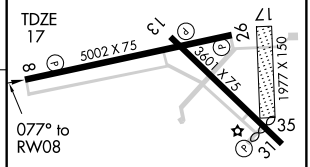
UNICOM
122.8 (CTAF) L

Procedure NA for arrival at GUSTI on V194 southwest bound.
Procedure NA for arrival at MAXON on V222-557 northeast bound.
Procedure NA for arrival on LCH VORTAC airway radials 008° CW 129°.





ELEV 23 | Rwy 31 ldg 3013′



CATEGORY	A	B	C	D
LNAV MDA	460-1 443 (500-1)		460-1¼ 443 (500-1¼)	NA
CIRCLING	640-1 617 (700-1)		660-1¾ 637 (700-1¾)	NA

REIL Rwys 8,26,13, and 31 L
MIRL Rwys 8-26 and 13-31 L

SC-4. 17 DEC 2009 to 14 JAN 2010

VORTAC LCH	APP CRS	Rwy ldg	5002
113.4	067°	TDZE	17
Chan 81		Apt Elev	23

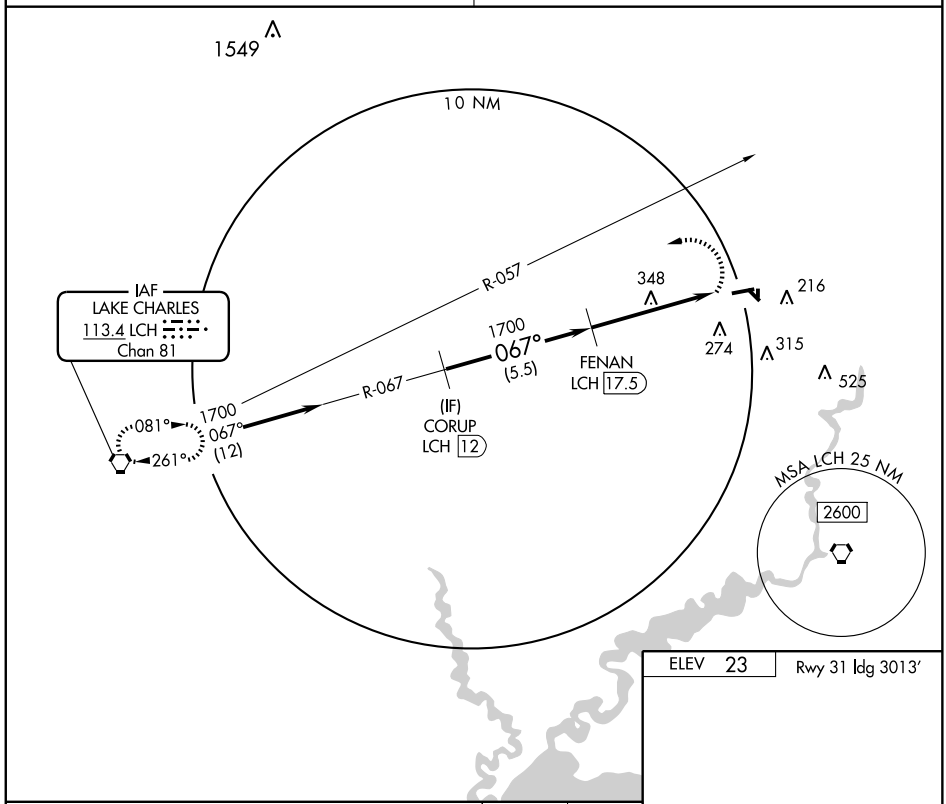
VOR/DME RWY 8
JENNINGS (3R7)

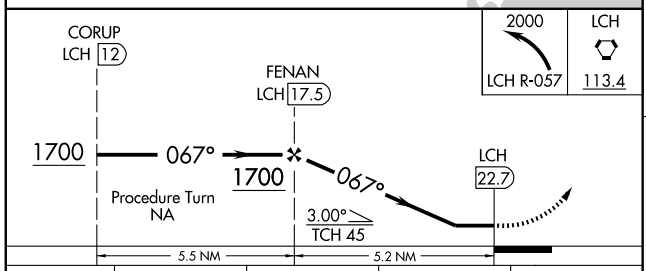
Use Lake Charles Rgnl altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 2000 via LCH R-057 to LCH VORTAC and hold.

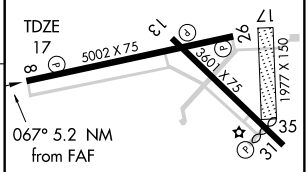
LAKE CHARLES APP CON *	UNICOM
119.8 282.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-8	720-1 703 (700-1)	720-1¼ 703 (700-1¼)	720-2 703 (700-2)	NA
CIRCLING	720-1 697 (700-1)	720-1¼ 697 (700-1¼)	720-2 697 (700-2)	NA

ELEV 23 Rwy 31 ldg 3013′



REIL Rwys 8,26,13 and 31 L
MIRL Rwys 8-26 and 13-31 L

Knots	60	90	120	150	180
Min:Sec					

SC-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	3203
017°	TDZE	256
	Apt Elev	256

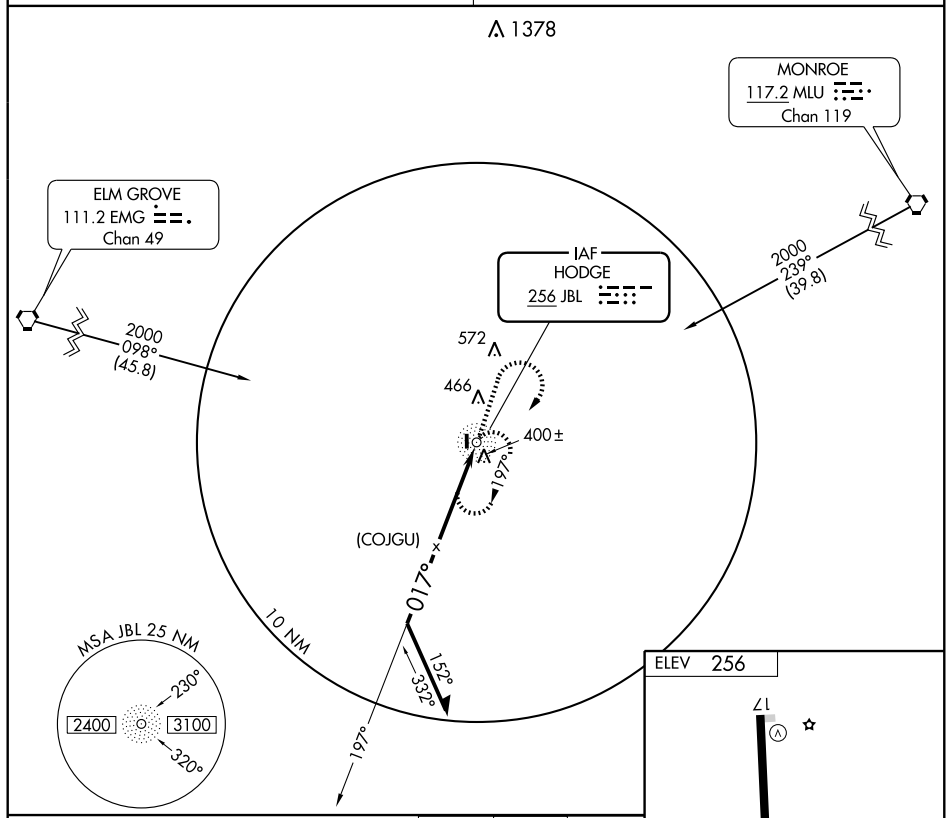
NDB or GPS RWY 35
JONESBORO (F88)

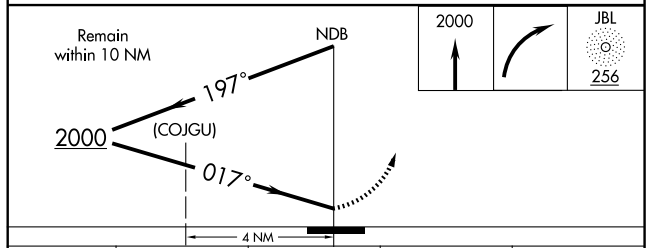
Use Monroe altimeter setting.

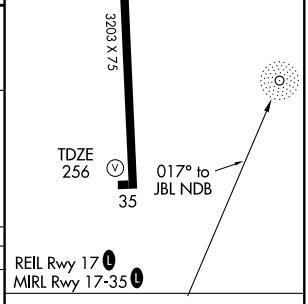
NA

MISSED APPROACH: Climb to 2000 then right turn direct JBL NDB and hold.

MONROE APP CON ★	(CTAF)
126.9 307.9	122.9 122.8 Ⓒ







REIL Rwy 17 Ⓛ
MIRL Rwy 17-35 Ⓛ

CATEGORY	A	B	C	D
S-35	940-1 684 (700-1)		940-2 684 (700-2)	NA
CIRCLING	960-1 704 (800-1)		960-2 704 (800-2)	NA

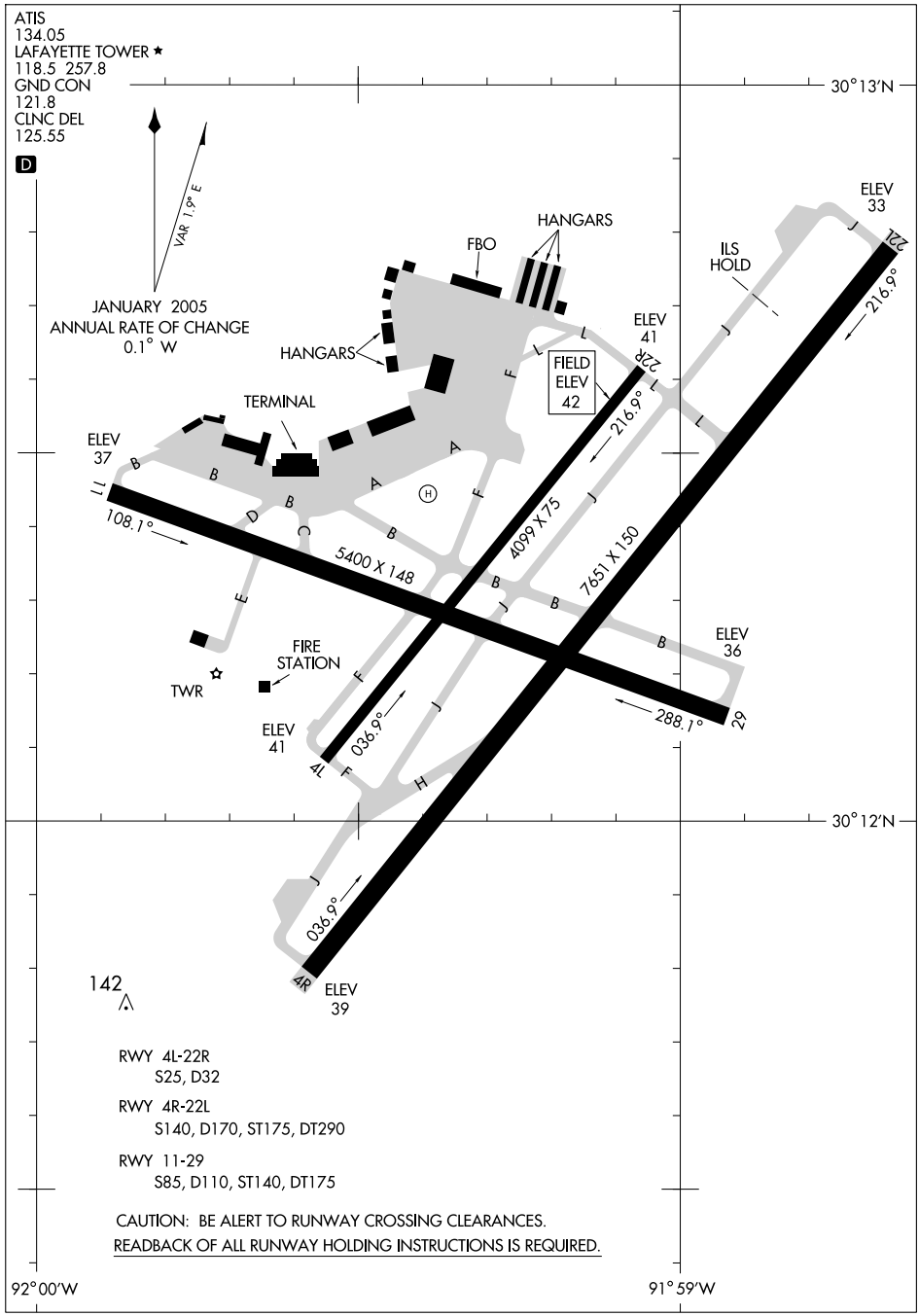
Knots	60	90	120	150	180
Min:Sec					

SC-4, 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-865 (FAA)

LAFAYETTE RGNL (LFT)
LAFAYETTE, LOUISIANA



LOC/DME I-TYN 110.9 Chan 46	APP CRS 036°	Rwy ldg 7651 TDZE 40 Apt Elev 43

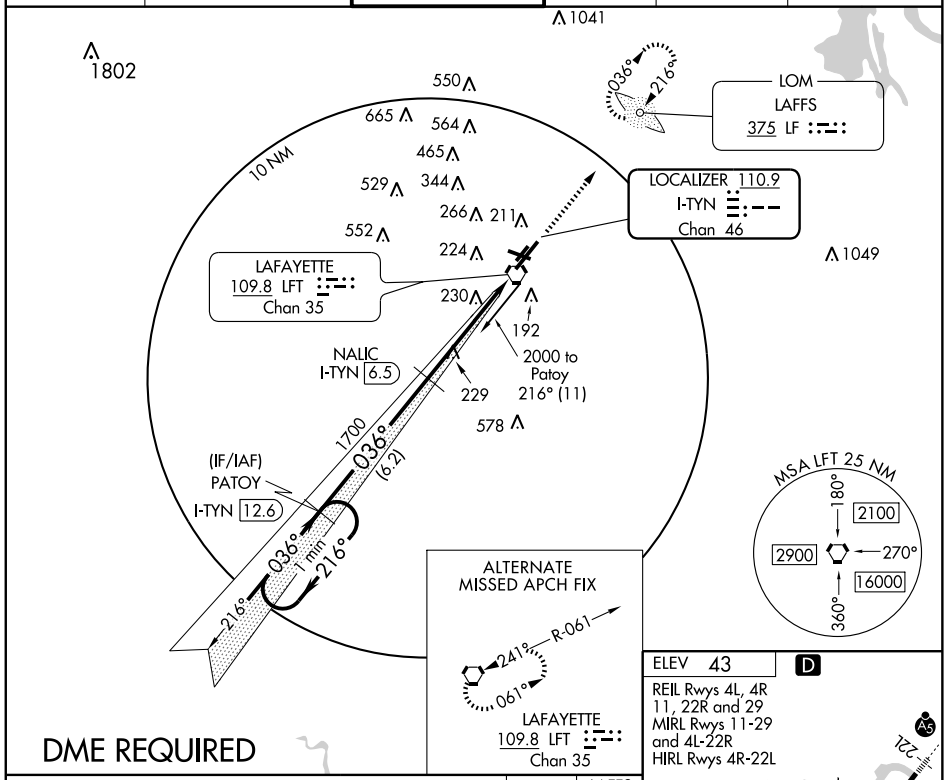
ILS or LOC/DME RWY 4R
LAFAYETTE RGNL (LFT)

ADF required. If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. VDP NA when using Acadiana Rgnl altimeter setting. Visibility reduction by helicopters NA.

ASR

MISSED APPROACH: Climb to 2100 direct LAFFS LOM and hold.

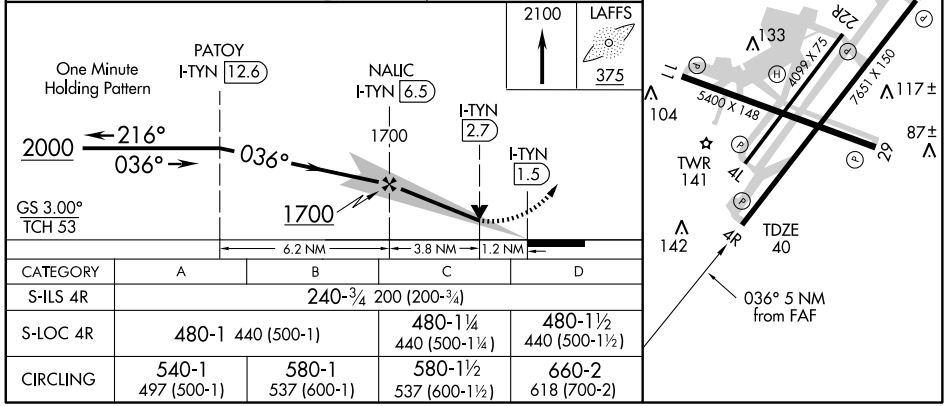
ATIS	LAFAYETTE APP CON ★	LAFAYETTE TOWER ★	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) L 257.8	121.8	125.55	122.95



DME REQUIRED

ELEV 43 D

REIL Rwys 4L, 4R
11, 22R and 29
MIRL Rwys 11-29
and 4L-22R
HIRL Rwys 4R-22L



CATEGORY	A	B	C	D
S-ILS 4R	240-¾ 200 (200-¾)			
S-LOC 4R	480-1 440 (500-1)		480-1¼ 440 (500-1¼)	480-1½ 440 (500-1½)
CIRCLING	540-1 497 (500-1)	580-1 537 (600-1)	580-1½ 537 (600-1½)	660-2 618 (700-2)

LOC I-LFT 109.5 Chan 32	APP CRS 216°	Rwy ldg 7651 TDZE 38 Apt Elev 42

ILS or LOC RWY 22L
LAFAYETTE RGNL (LFT)

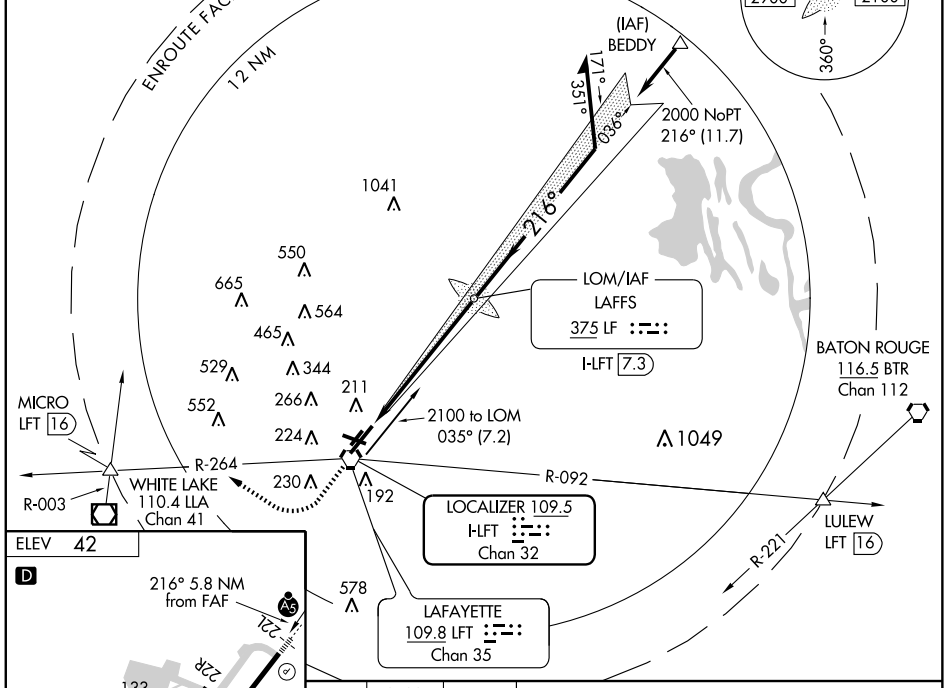
ASR

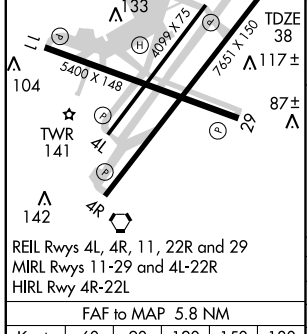
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

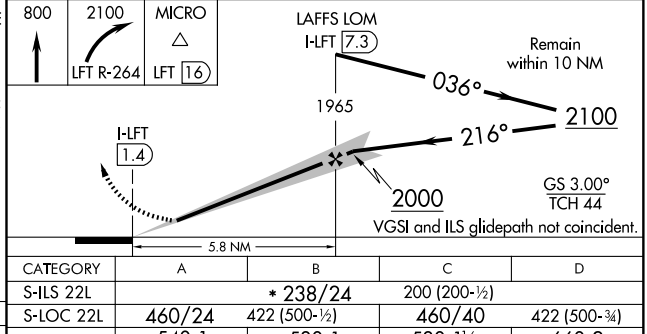
MISSED APPROACH: Climb to 800 then climbing right turn to 2100 via LFT R-264 to MICRO Int.

ATIS	LAFAYETTE APP CON *	LAFAYETTE TOWER *	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) L 257.8	121.8	125.55	122.95





REIL Rwys 4L, 4R, 11, 22R and 29
MIRL Rwys 11-29 and 4L-22R
HIRL Rwy 4R-22L



FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-ILS 22L	* 238/24		200 (200-½)	
S-LOC 22L	460/24	422 (500-½)	460/40	422 (500-¾)
CIRCLING	540-1 498 (500-1)	580-1 538 (600-1)	580-1½ 538 (600-1½)	660-2 618 (700-2)

WAAS CH 45903 W04A	APP CRS 036°	Rwy ldg 7651 TDZE 40 Apt Elev 43

RNAV (GPS) RWY 4R

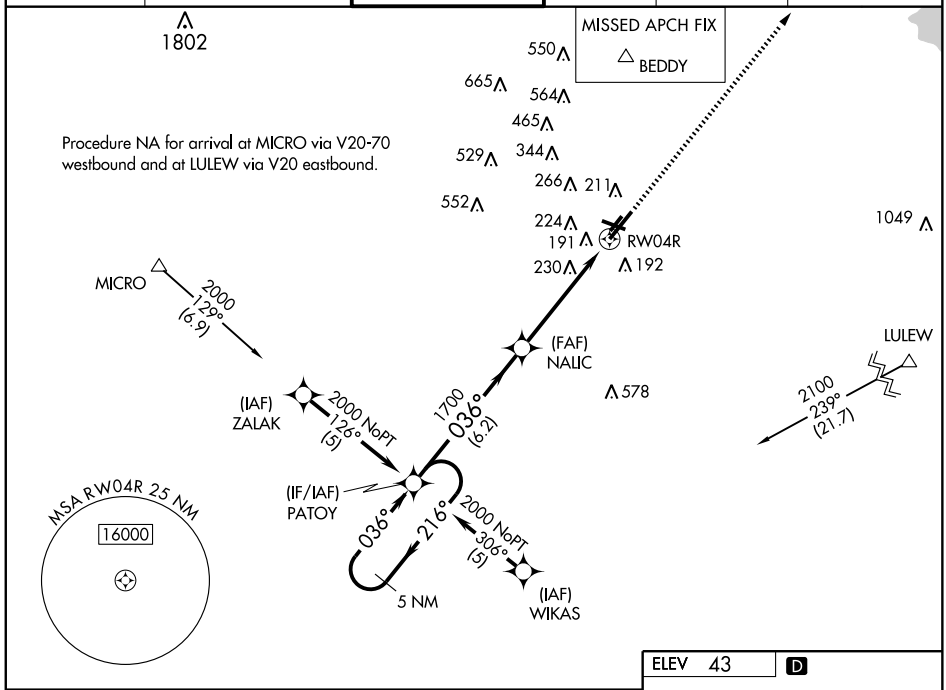
LAFAYETTE RGNL (LFT)

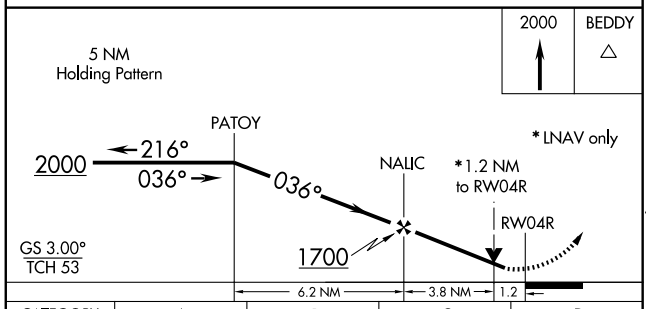
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. VDP and BARO-VNAV NA when using Acadiana Rgnl altimeter setting. Visibility reduction by helicopters NA.

ASR

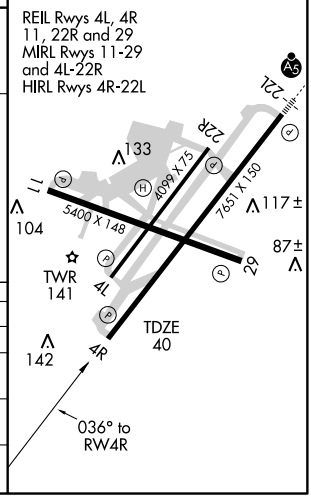
MISSED APPROACH: Climb to 2000 direct BEDDY.

ATIS	LAFAYETTE APP CON ★	LAFAYETTE TOWER ★	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) 257.8	121.8	125.55	122.95





CATEGORY	A	B	C	D
LPV DA	344-1 304 (400-1)			
LNAV/VNAV DA	537-1¾ 497 (500-1¾)			
LNAV MDA	480-1 440 (500-1)		480-1¼ 440 (500-1¼)	480-1½ 440 (500-1½)
CIRCLING	540-1 497 (500-1)	580-1 537 (600-1)	580-1½ 537 (600-1½)	660-2 618 (700-2)



SC-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 50503 W22A	APP CRS 216°	Rwy ldg 7651 TDZE 38 Apt Elev 43

RNAV (GPS) RWY 22L

LAFAYETTE RGNL (LFT)

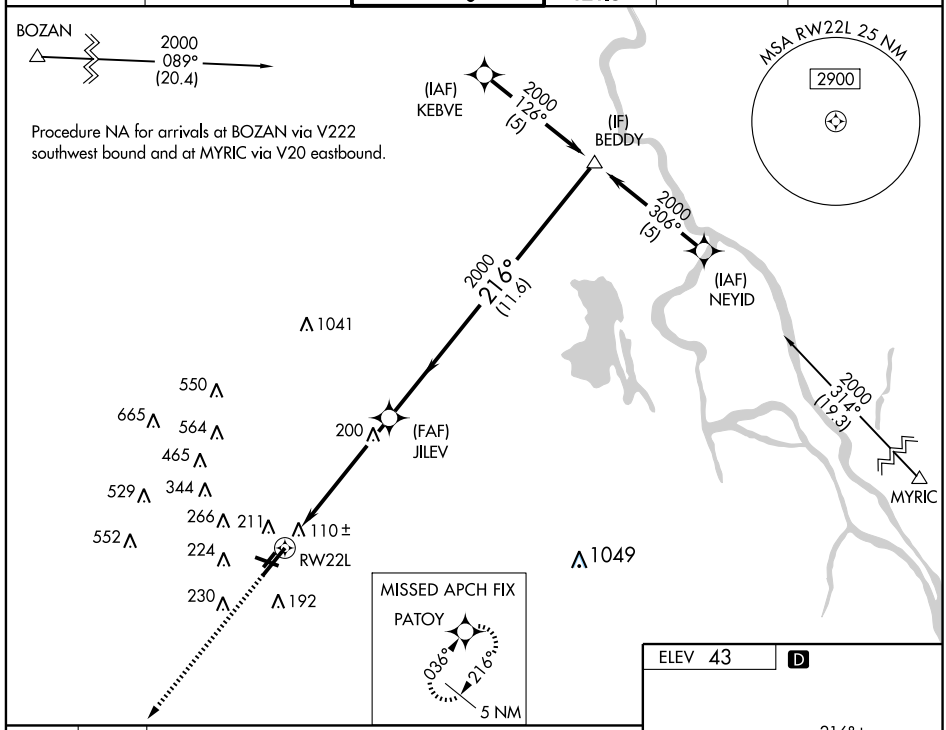
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-15°C (5°F) or above 49°C (120°F). If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. VDP and Baro-VNAV NA when using Acadiana Rgnl altimeter setting. For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

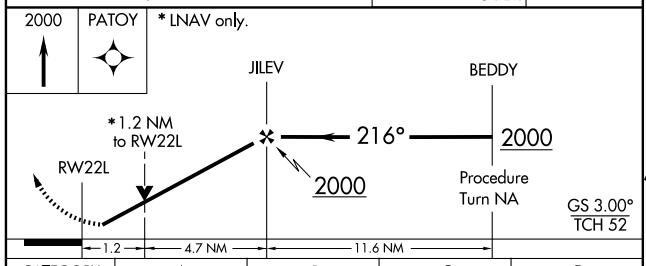
ASR

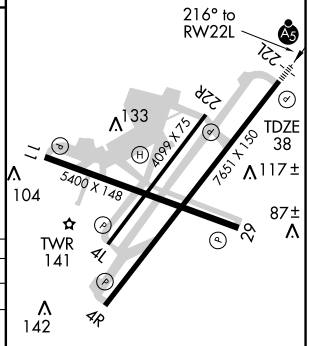
MALSR

MISSED APPROACH: Climb to 2000 direct PATOY and hold.

ATIS	LAFAYETTE APP CON *	LAFAYETTE TOWER *	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) L 257.8	121.8	125.55	122.95







CATEGORY	A	B	C	D
LPV DA	313/40 275 (300-¾)			
LNAV/VNAV DA	511/60 473 (500-1¼)			
LNAV MDA	480/40 442 (500-¾)			480/50 442 (500-1)
CIRCLING	540-1 497 (500-1)	580-1 537 (600-1)	580-1½ 537 (600-1½)	660-2 618 (700-2)

REIL Rwys 4L, 4R,11, 22R and 29
MIRL Rwys 11-29 and 4L-22R
HIRL Rwy 4R-22L

SC-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 45703 W29A	APP CRS 287°	Rwy ldg 5400 TDZE 42 Apt Elev 43

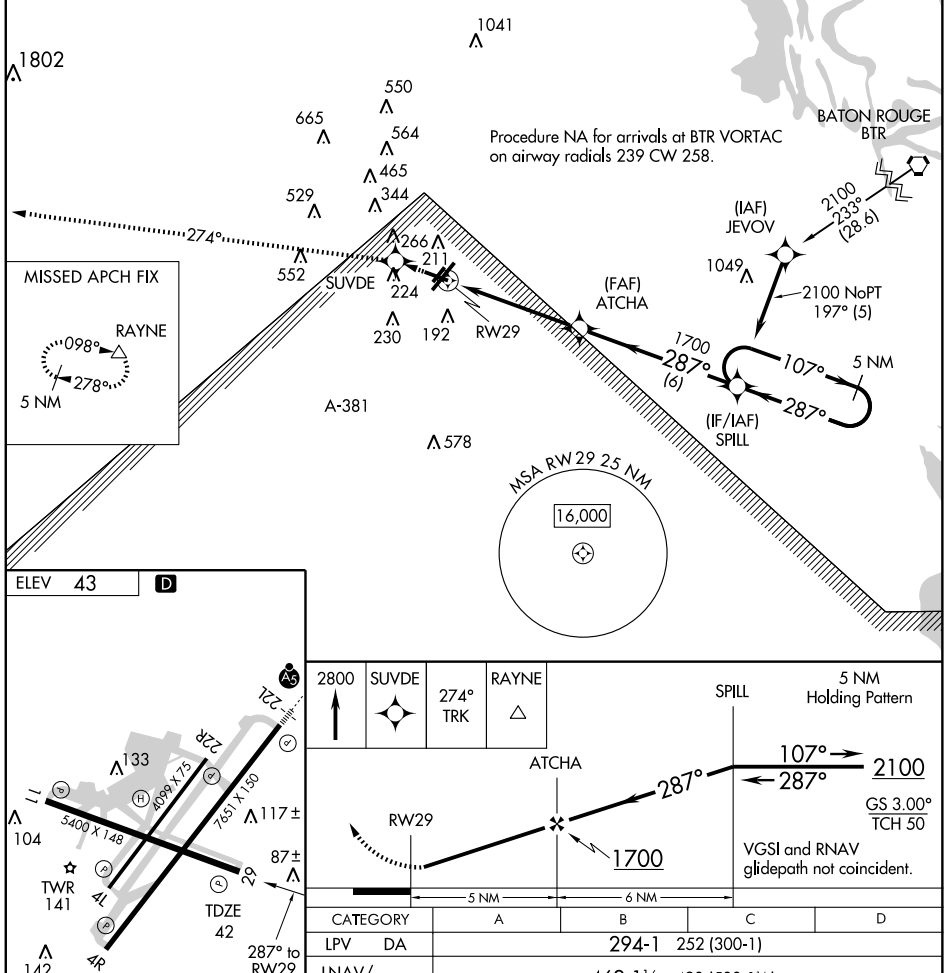
RNAV (GPS) RWY 29
LAFAYETTE RGNL (LFT)

Baro-VNAV NA when using Acadiana Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet/MDAs 40 feet.

ASR

MISSED APPROACH: Climb to 2800 direct SUVDE and via 274° track to RAYNE and hold.

ATIS	LAFAYETTE APP CON *	LAFAYETTE TOWER *	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) L 257.8	121.8	125.55	122.95



REIL Rwys 4L, 4R, 11, 22R and 29
MIRL Rwys 11-29 and 4L-22R
HIRL Rwy 4R-22L

CATEGORY	A	B	C	D
LPV DA	294-1 252 (300-1)			
LNAV/VNAV DA	462-1½ 420 (500-1½)			
LNAV MDA	400-1 358 (400-1)			400-1¼ 358 (400-1¼)
CIRCLING	540-1 497 (500-1)	580-1 537 (600-1)	580-1½ 537 (600-1½)	660-2 617 (700-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

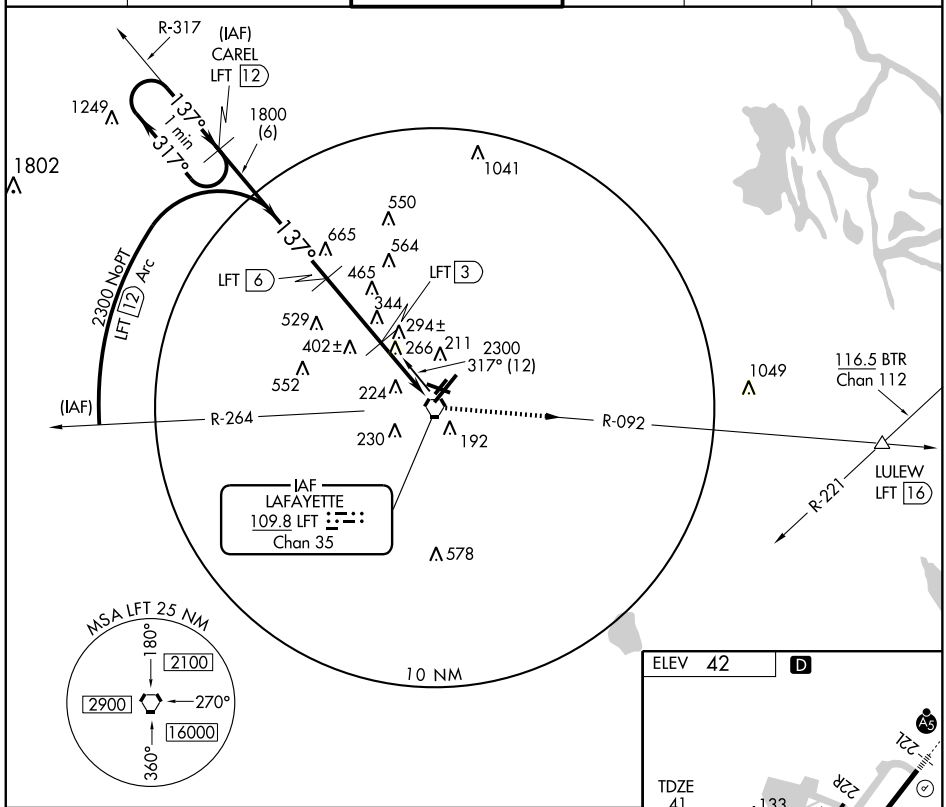
VORTAC LFT	APP CRS	Rwy ldg	5400
109.8	137°	TDZE	41
Chan 35		Apt Elev	42

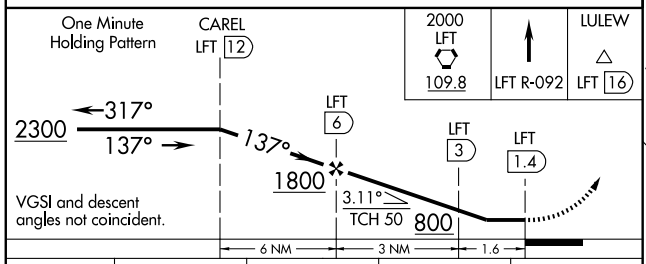
VOR/DME RWY 11
LAFAYETTE RGNL (LFT)

ASR

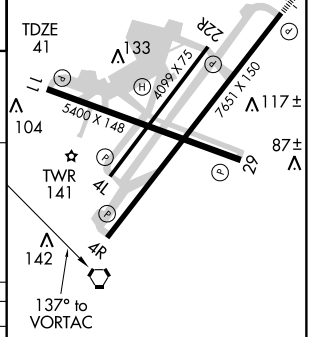
MISSED APPROACH: Climb to 2000 via LFT VORTAC and LFT R-092 to LULEW Int/LFT 16 DME.

ATIS	LAFAYETTE APP CON★	LAFAYETTE TOWER★	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) L 257.8	121.8	125.55	122.95





CATEGORY	A	B	C	D
S-11	660-1	619 (700-1)	660-1¾ 619 (700-1¾)	660-2 619 (700-2)
CIRCLING	660-1	618 (700-1)	660-1¾ 618 (700-1¾)	660-2 618 (700-2)



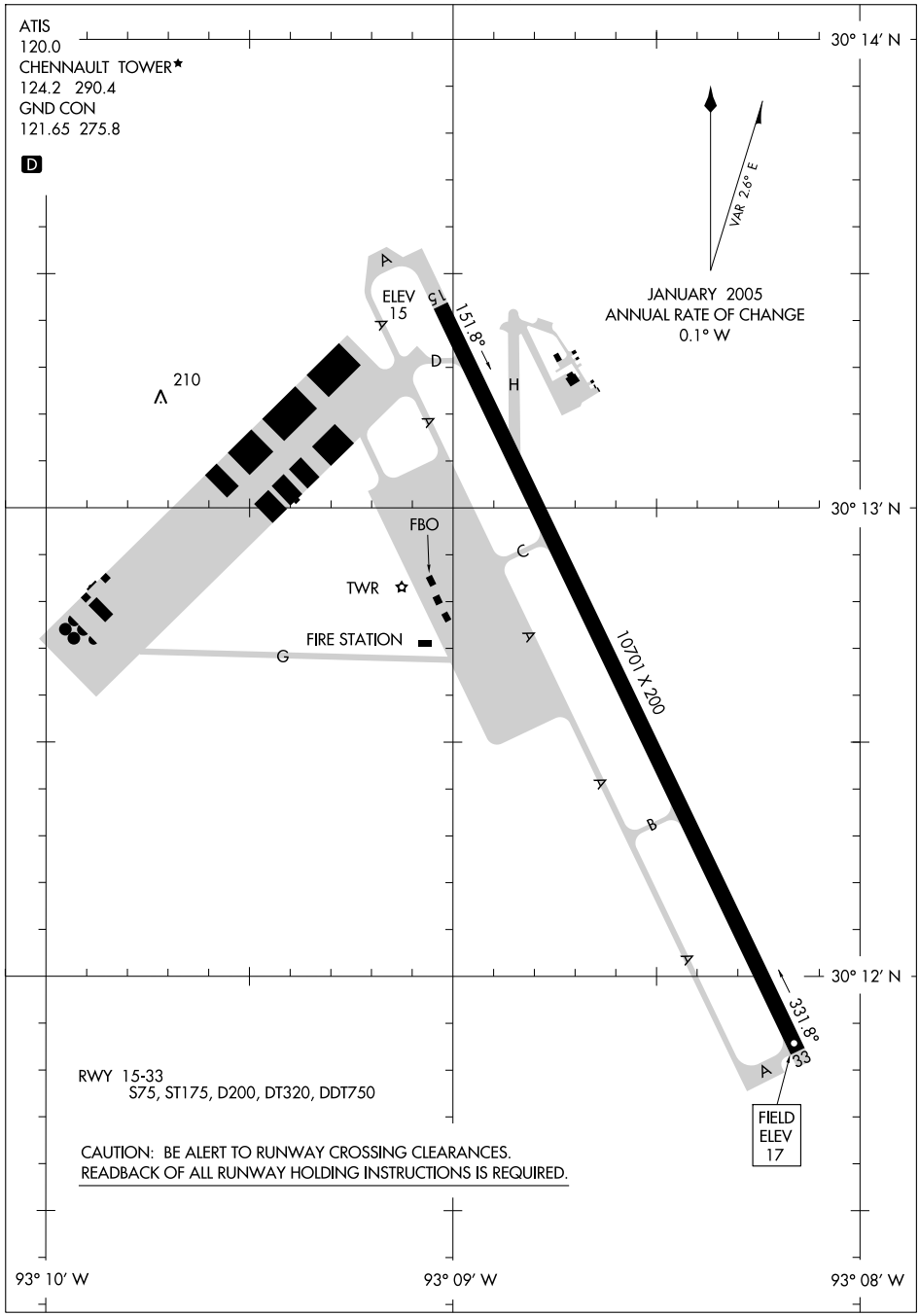
REIL Rwys 4L, 4R, 11, 22R and 29
MIRL Rwys 11-29, and 4L-22R
HIRL Rwys 4R-22L

SC-4, 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-5111 (FAA)

LAKE CHARLES/ CHENNAULT INTL (CWF)
LAKE CHARLES, LOUISIANA



LOC I-CWF	APP CRS	Rwy ldg	10701
110.7	150°	TDZE	16
		Apt Elev	17

ILS or LOC RWY 15

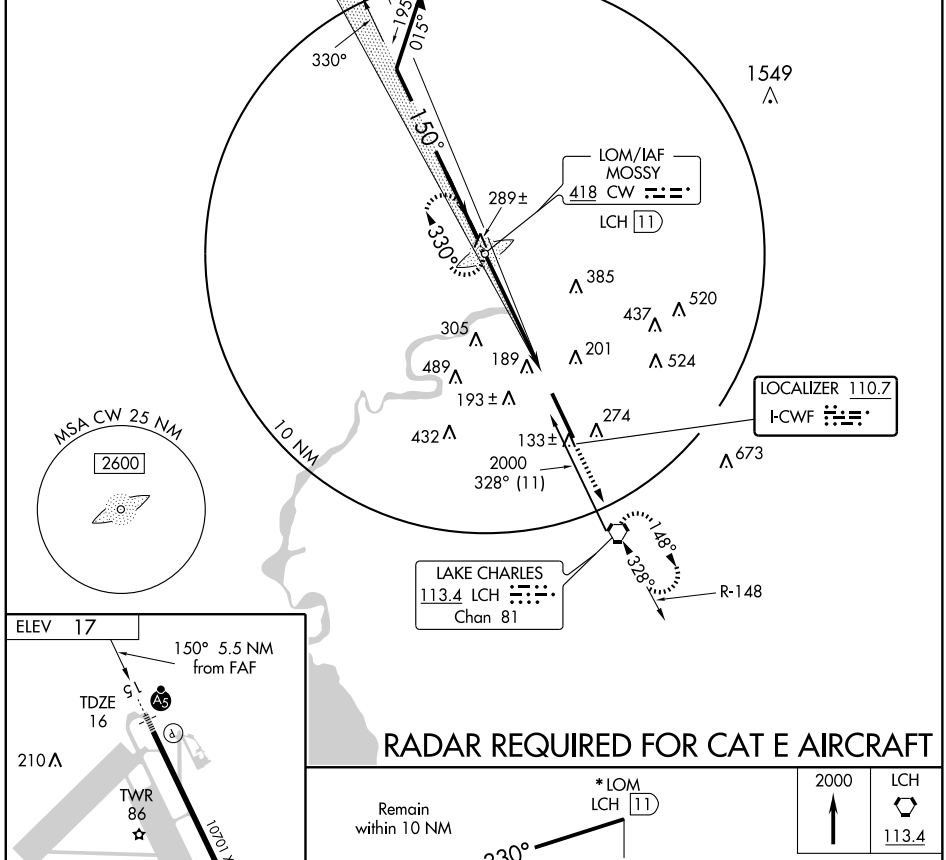
LAKE CHARLES/CHENNAULT INTL (CWF)

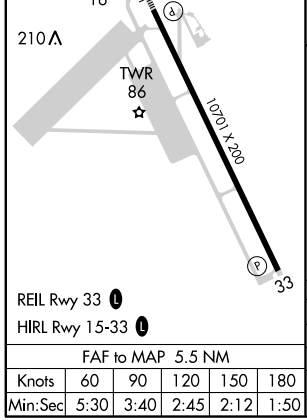
ASR: For inoperative MALSR, increase S-ILS 15 Cat E visibility to ¾ and S-LOC 15 Cat E visibility to 1¼. If local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase DA to 232 feet; increase all MDAs 20 feet and visibility Cats C and E ¼ mile.

MALSR A5

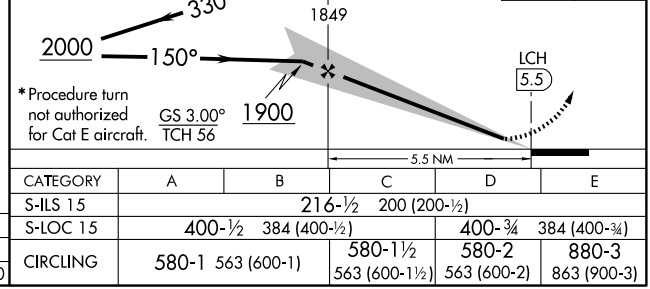
MISSED APPROACH: Climb to 2000 direct LCH VORTAC and hold.

ATIS	LAKE CHARLES APP CON★	CHENNAULT TOWER★	GND CON	UNICOM
120.0	119.8 282.3	124.2 (CTAF) L 290.4	121.65 275.8	122.95





RADAR REQUIRED FOR CAT E AIRCRAFT



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D	E
S-ILS 15	216-½ 200 (200-½)				
S-LOC 15	400-½ 384 (400-½)			400-¾ 384 (400-¾)	
CIRCLING	580-1 563 (600-1)		580-1½ 563 (600-1½)	580-2 563 (600-2)	880-3 863 (900-3)

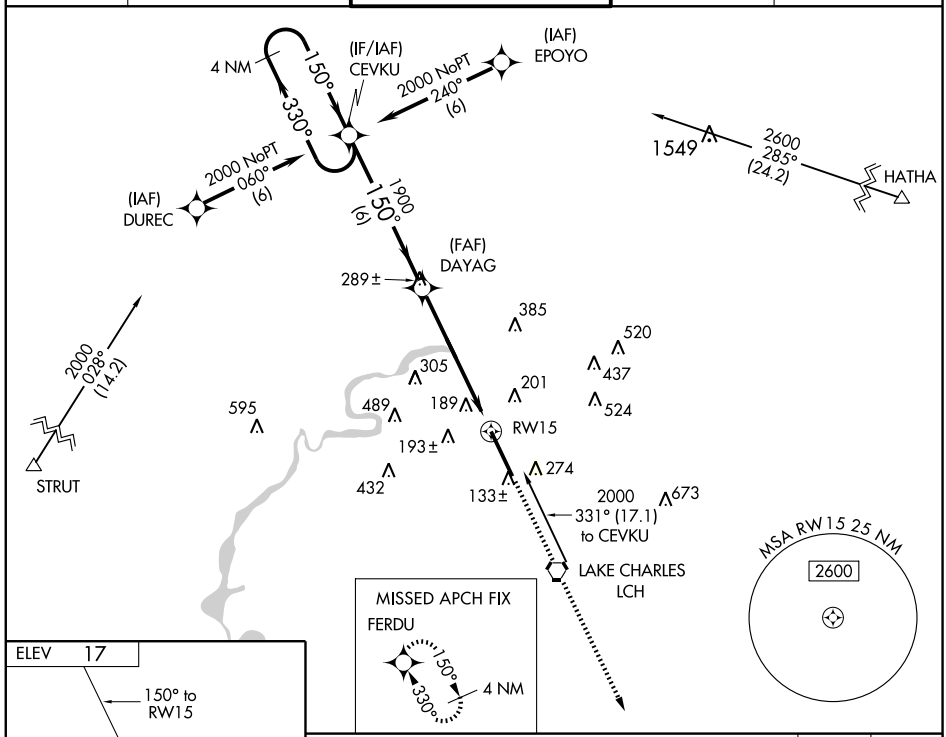
WAAS CH 45502 W-15A	APP CRS 150°	Rwy ldg 10701 TDZE 16 Apt Elev 17

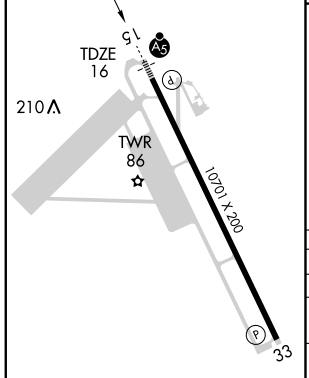
RNAV (GPS) RWY 15

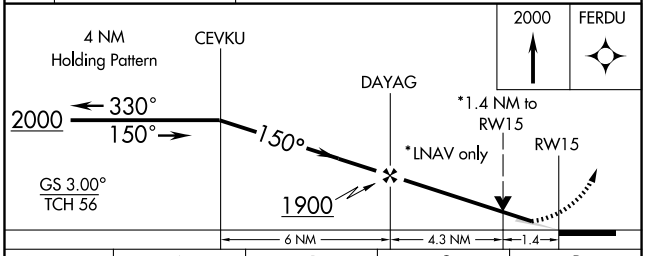
LAKE CHARLES/CHENNAULT INTL (CWF)

ASR	MALSR	MISSED APPROACH: Climb to 2000 direct FERDU and hold.
BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. BARO-VNAV and VDP NA when using Lake Charles Rgnl altimeter setting. If local altimeter not received, use Lake Charles Rgnl altimeter setting and increase all DA/MDAs 20 feet.	A5	

ATIS	LAKE CHARLES APP CON★	CHENNAULT TOWER★	GND CON	UNICOM
120.0	119.8 282.3	124.2 (CTAF) L 290.4	121.65 275.8	122.95







CATEGORY	A	B	C	D
LPV DA	290-½ 274 (300-½)			
LNAV/VNAV DA	540-1¼ 524 (600-1¼)			
LNAV MDA	500-½ 484 (500-½)		500-¾ 484 (500-¾)	500-1 484 (500-1)
CIRCLING	580-1¾ 563 (600-1¾)			580-2 563 (600-2)

REIL Rwy 33 L
HIRL Rwy 15-33 L

SC-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	10701
330°	TDZE	17
	Apt Elev	17

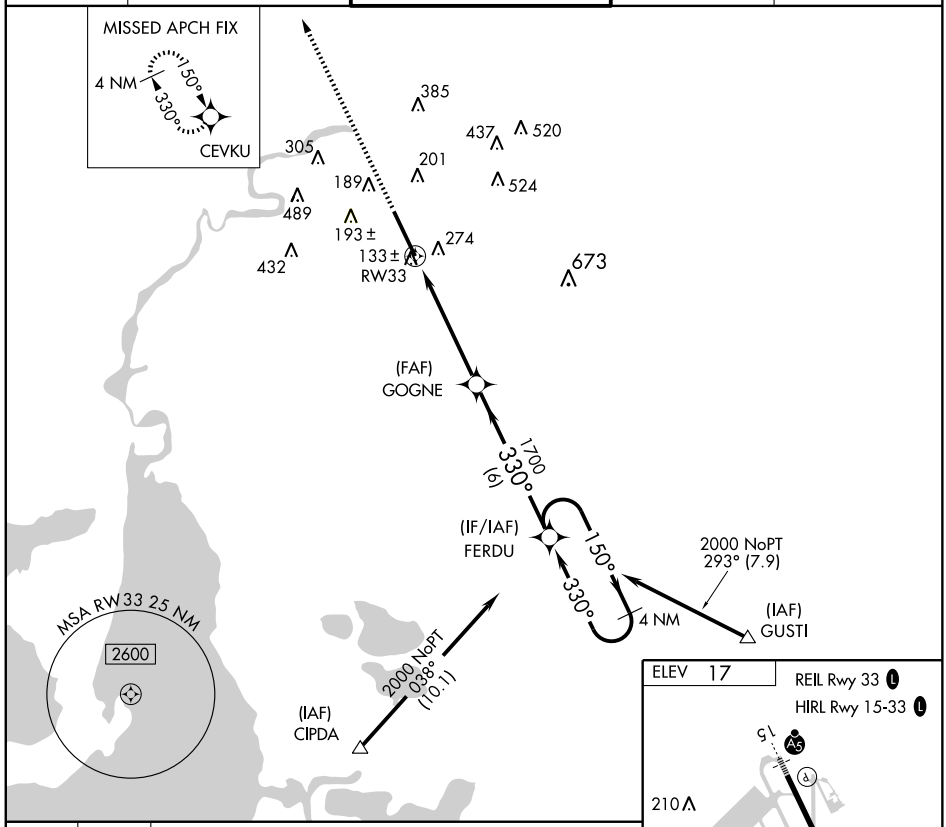
RNAV (GPS) RWY 33

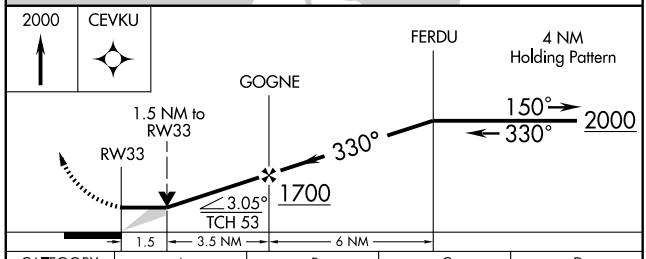
LAKE CHARLES/CHENNAULT INTL (CWF)

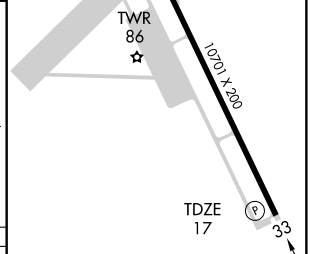
ASR: DME/DME RNP-0.3 NA. If local altimeter not received, use Lake Charles Rgnl altimeter setting and increase MDAs 20 feet. VDP NA with Lake Charles Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct CEVKU and hold.

ATIS	LAKE CHARLES APP CON★	CHENNAULT TOWER★	GND CON	UNICOM
120.0	119.8 282.3	124.2 (CTAF) (L) 290.4	121.65 275.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	540-1 523 (600-1)		540-1½ 523 (600-1½)	540-1¾ 523 (600-1¾)
CIRCLING	580-1 563 (600-1)		580-1½ 563 (600-1½)	580-2 563 (600-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

VORTAC LCH	APP CRS	Rwy ldg 10701
113.4	328°	TDZE 17
Chan 81		Apt Elev 17

VOR RWY 33

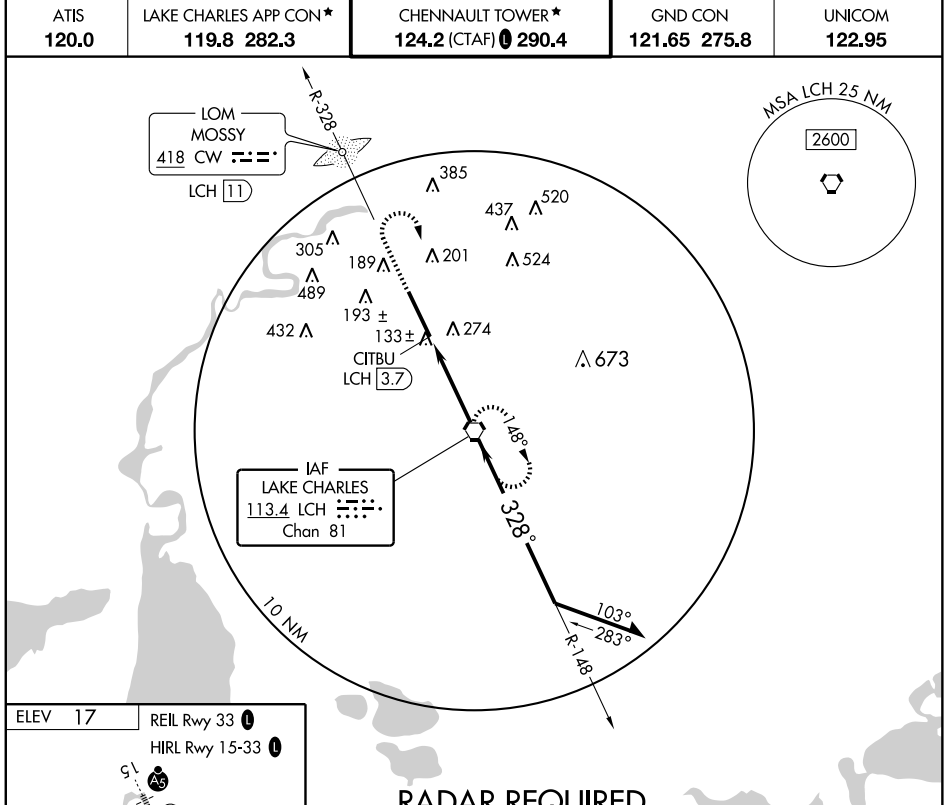
LAKE CHARLES/CHENNAULT INTL (CWF)

ASR

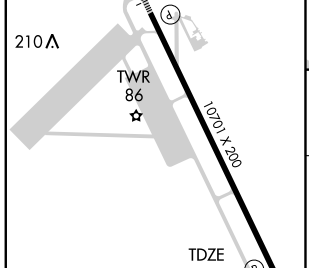
VDP NA when using Lake Charles altimeter setting.
If local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 1700 then climbing right turn to 2000 direct LCH VORTAC and hold.

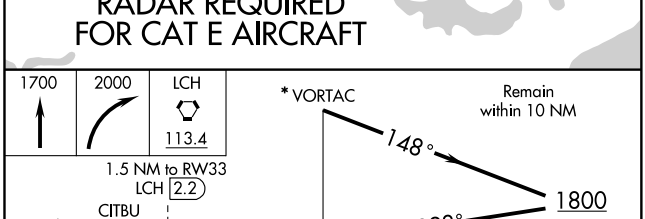
ATIS	LAKE CHARLES APP CON★	CHENNAULT TOWER★	GND CON	UNICOM
120.0	119.8 282.3	124.2 (CTAF) L 290.4	121.65 275.8	122.95



RADAR REQUIRED
FOR CAT E AIRCRAFT



FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

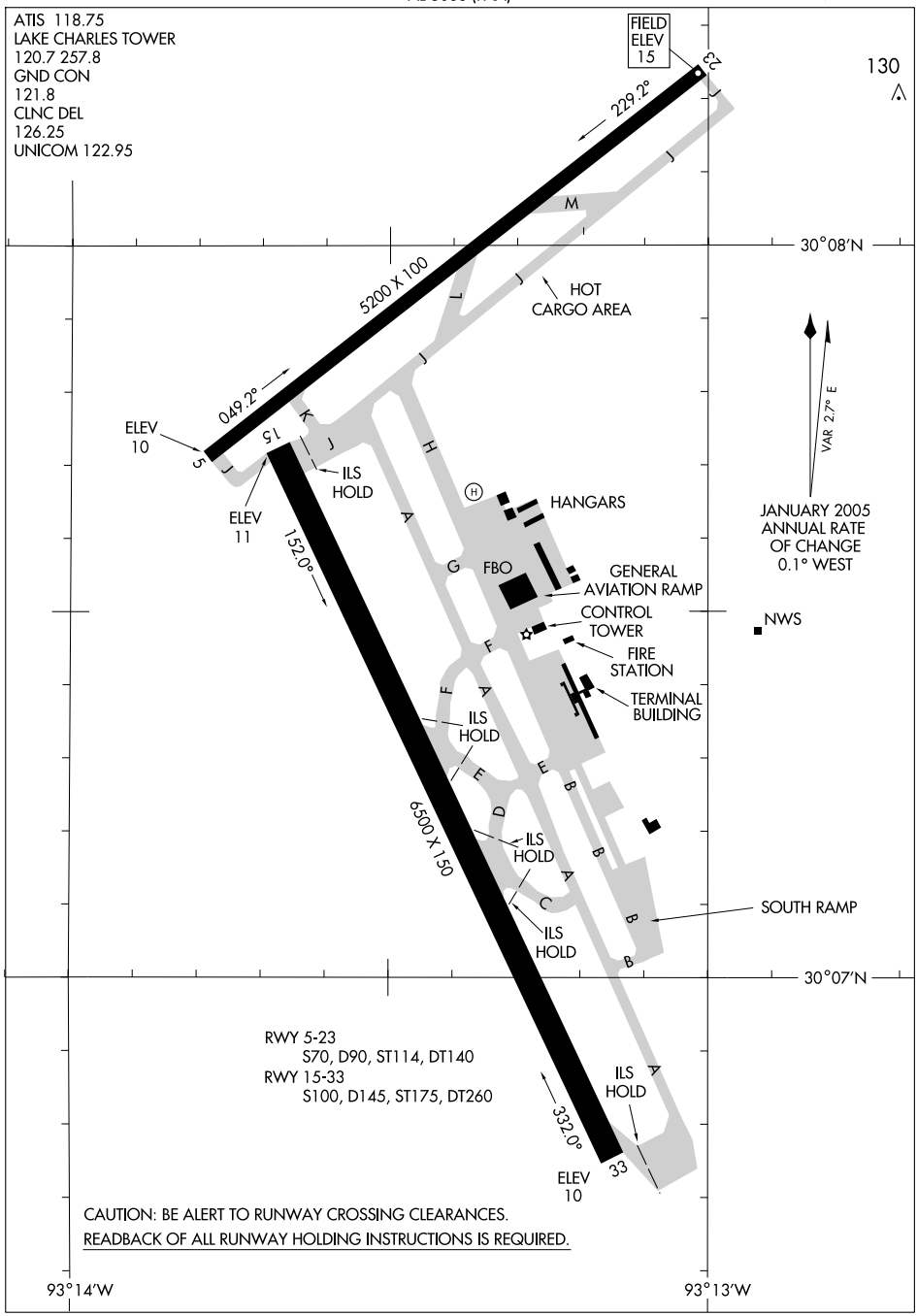


CATEGORY	A	B	C	D	E
S-33	540-1	523 (600-1)	540-1½ 523 (600-1½)	540-1¾	523 (600-1¾)
CIRCLING	580-1	563 (600-1)	580-1½ 563 (600-1½)	580-2 563 (600-2)	880-3 863 (700-3)

AIRPORT DIAGRAM

AL-5083 (FAA)

LAKE CHARLES RGNL (LCH)
LAKE CHARLES, LOUISIANA



SC-4, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-LCH 109.1 Chan 28	APP CRS 152°	Rwy ldg 6500 TDZE 12 Apt Elev 15

ILS or LOC RWY 15
LAKE CHARLES RGNL (LCH)

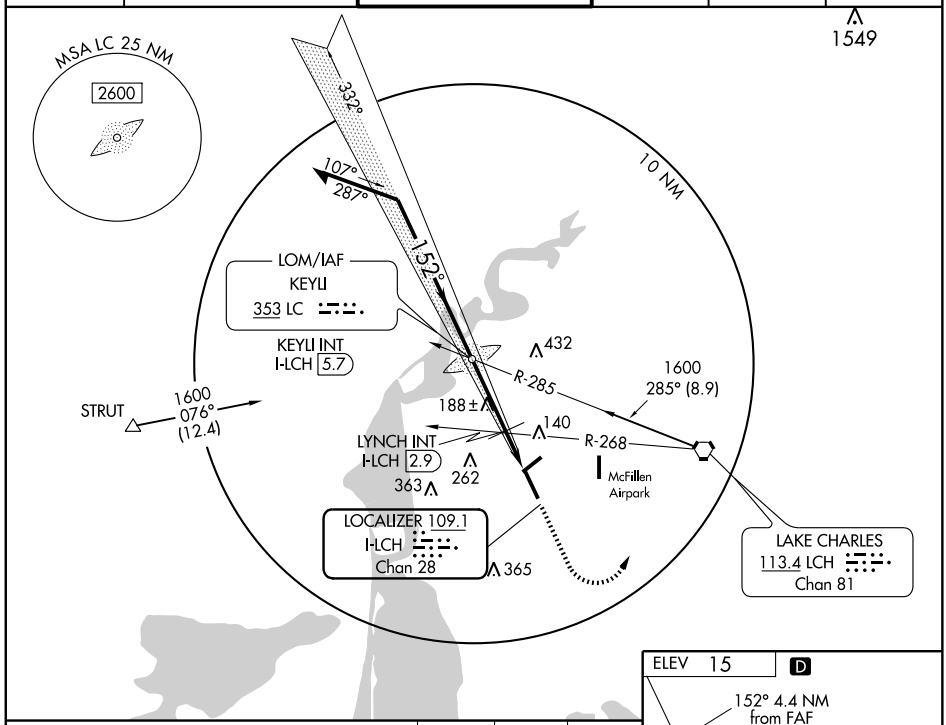
ASR

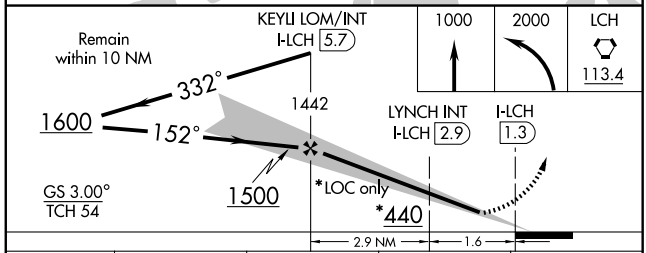
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

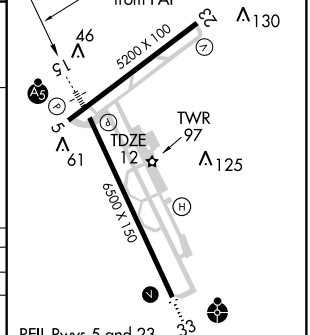
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LCH VORTAC.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95







CATEGORY	A	B	C	D
S-ILS 15	**212/24 200 (200-½)			
S-LOC 15	440/24 428 (500-½)		440/40 428 (500-¾)	440/50 428 (500-1)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)
LYNCH FIX MINIMUMS				
S-LOC 15	380/24 368 (400-½)			380/40 368 (400-¾)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-4, 17 DEC 2009 to 14 JAN 2010

LOC I-LCH 109.1 Chan 28	APP CRS 332°	Rwy ldg 6500 TDZE 12 Apt Elev 15

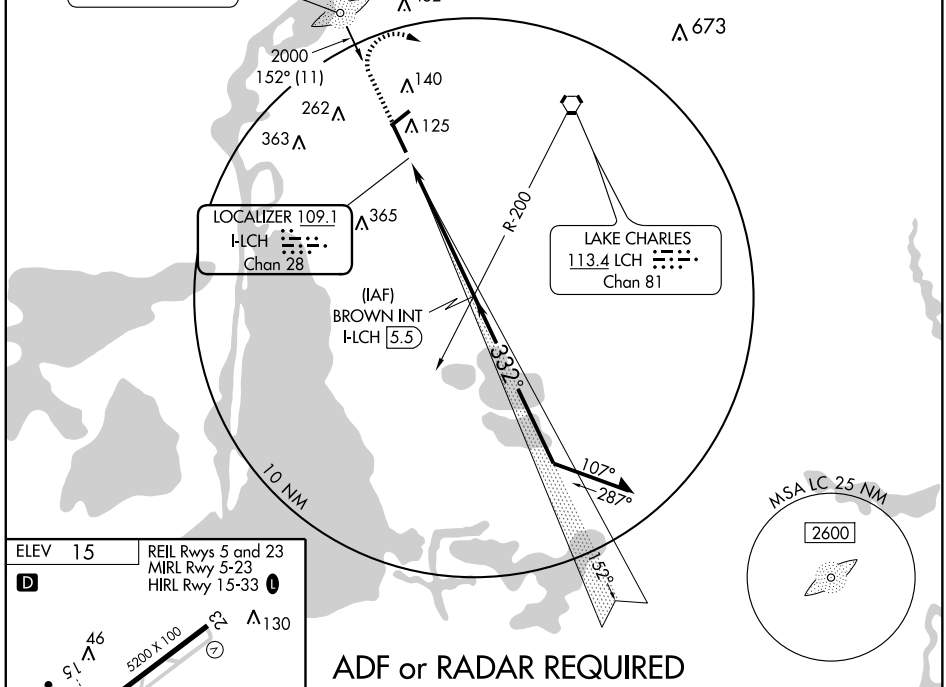
LOC BC RWY 33
LAKE CHARLES RGNL (LCH)

ASR

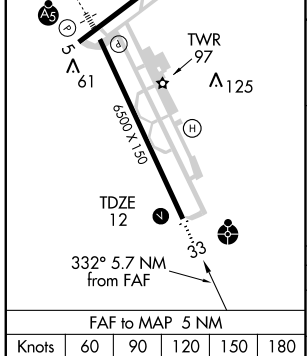
ODALS

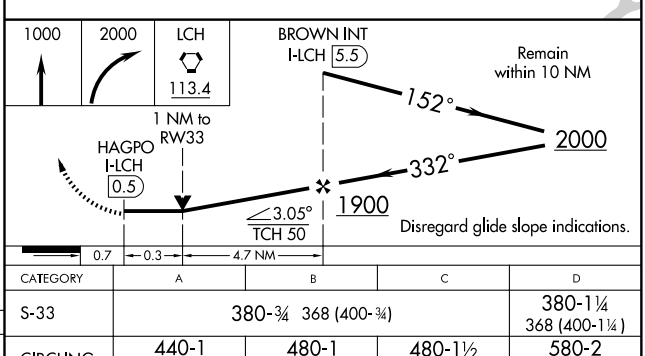
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct LCH VORTAC.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95



ADF or RADAR REQUIRED





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-33	380-¾ 368 (400-¾)			380-1¼ 368 (400-1¼)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

APP CRS	Rwy ldg	5200
049°	TDZE	14
	Apt Elev	15

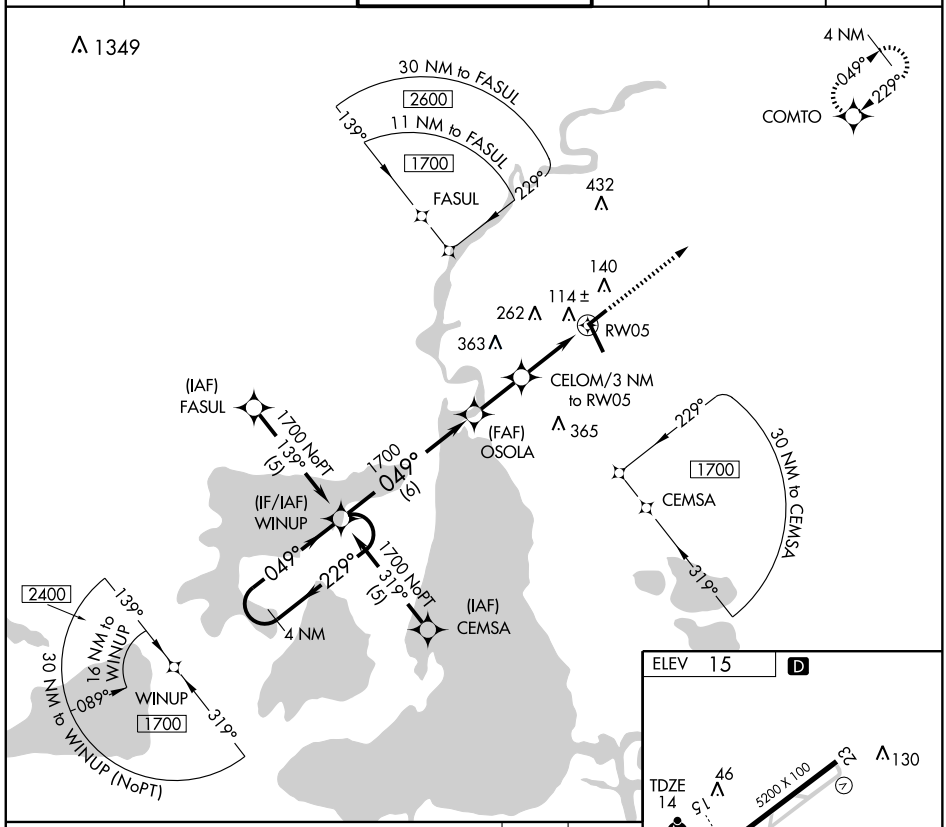
RNAV (GPS) RWY 5
LAKE CHARLES RGNL (LCH)

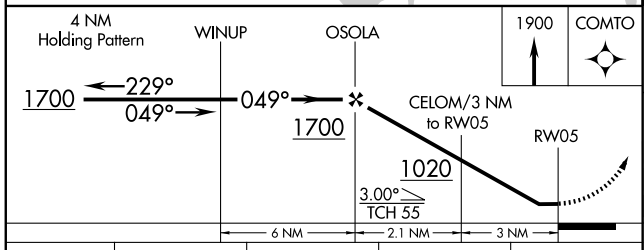
NA
ASR

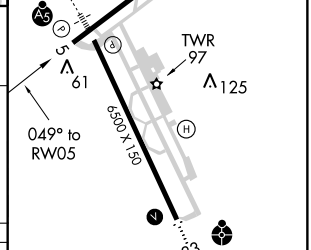
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 1900 direct COMTO WP and hold.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95







CATEGORY	A	B	C	D
LNAV MDA	380-1 366 (400-1)			380-1¼ 366 (400-1¼)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

REIL Rwys 5 and 23
MIRL Rwy 5-23
HIRL Rwy 15-33 L

SC-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	6500
152°	TDZE	12
	Apt Elev	15

RNAV (GPS) RWY 15
LAKE CHARLES RGNL (LCH)

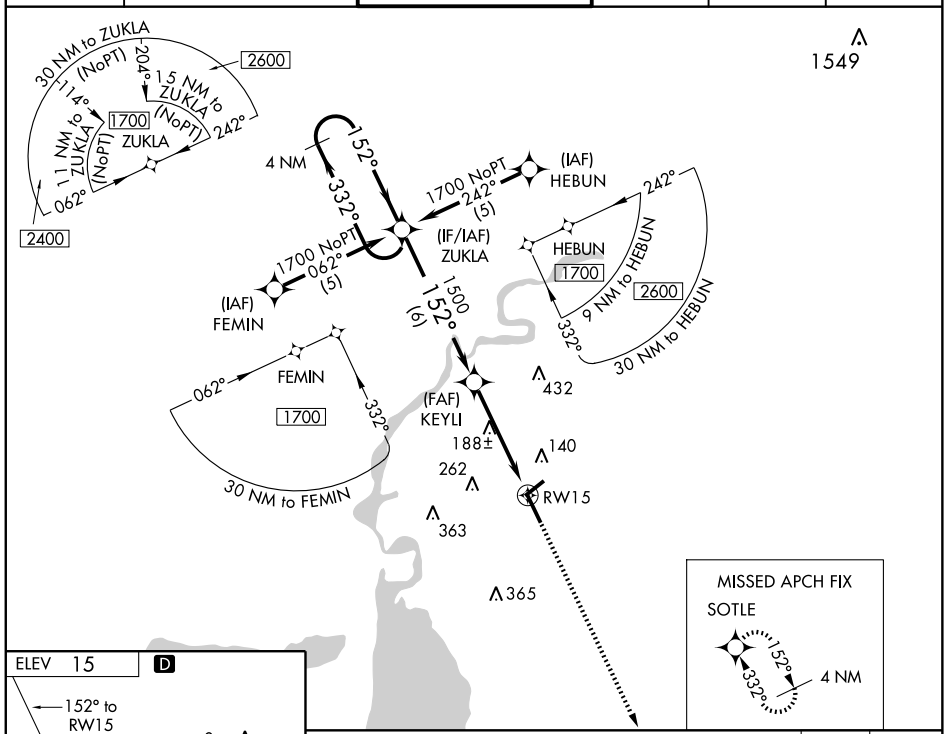
NA
ASR

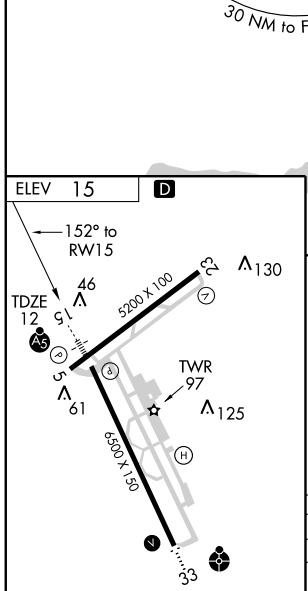
BARO VNAV NA below -15°C (5°F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MALSR

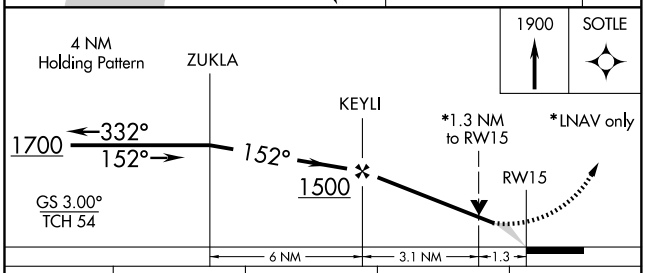
MISSED APPROACH: Climb to 1900 direct SOTLE WP and hold.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95





REIL Rwys 5 and 23
MIRL Rwy 5-23
HIRL Rwy 15-33 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	340/24 328 (400-½)			340/40 328 (400-¾)
LNAV	440/24 428 (500-½)		440/40 428 (500-¾)	440/50 428 (500-1)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

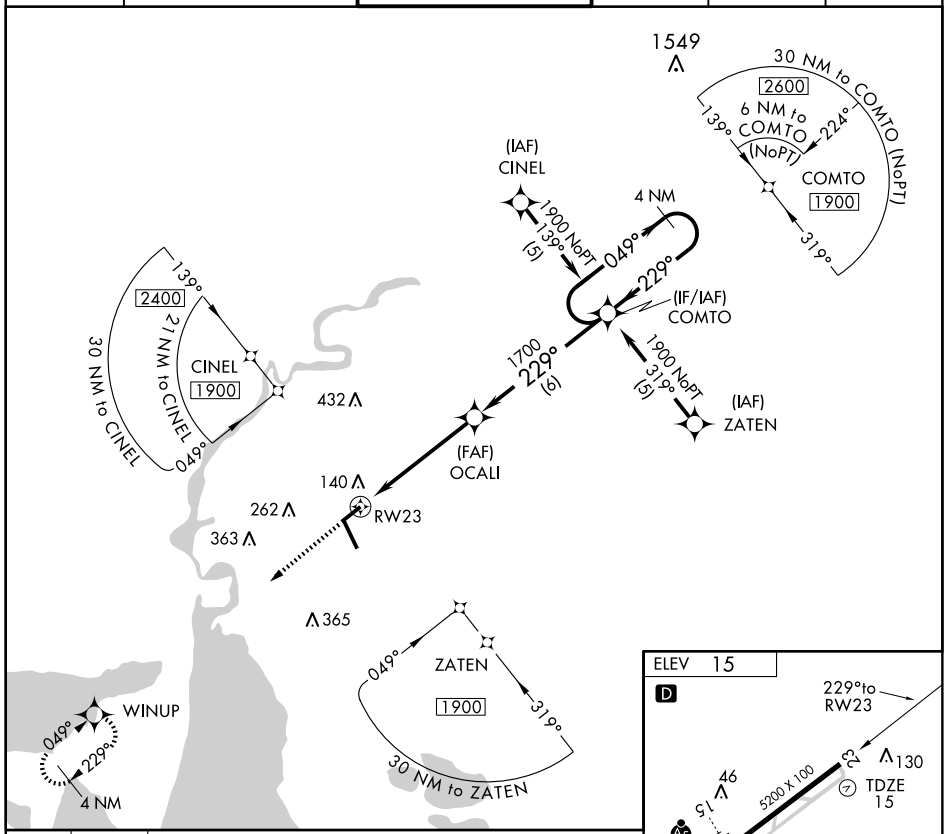
APP CRS	Rwy ldg	5200
229°	TDZE	15
	Apt Elev	15

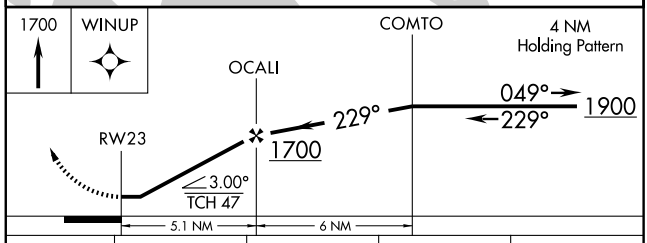
RNAV (GPS) RWY 23
LAKE CHARLES RGNL (LCH)

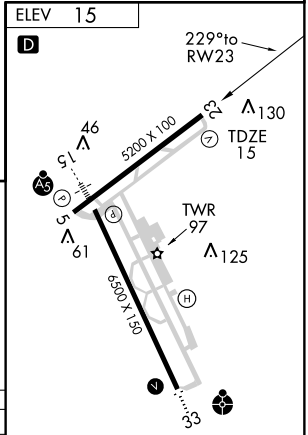
ASR DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1700 direct WINUP WP and hold.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) Ⓛ 257.8	121.8	126.25	122.95







CATEGORY	A	B	C	D
LNAV MDA	400-1 385 (400-1)			400-1¼ 385 (400-1¼)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

REIL Rwys 5 and 23
MIRL Rwy 5-23
HIRL Rwy 15-33 Ⓛ

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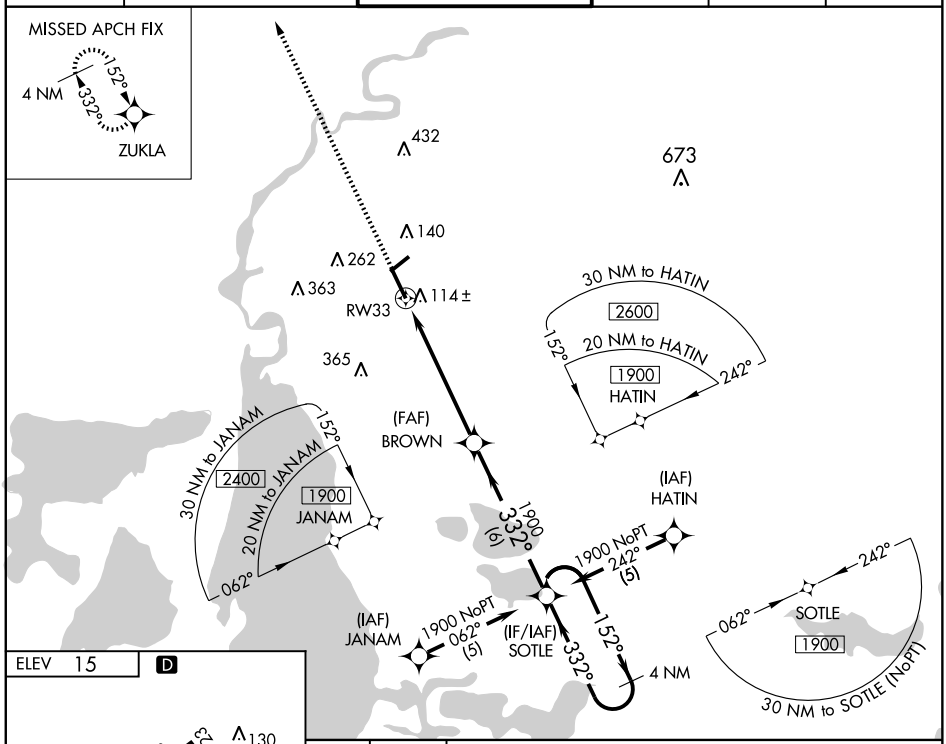
WAAS CH 56215 W33A	APP CRS 332°	Rwy ldg 6500 TDZE 12 Apt Elev 15

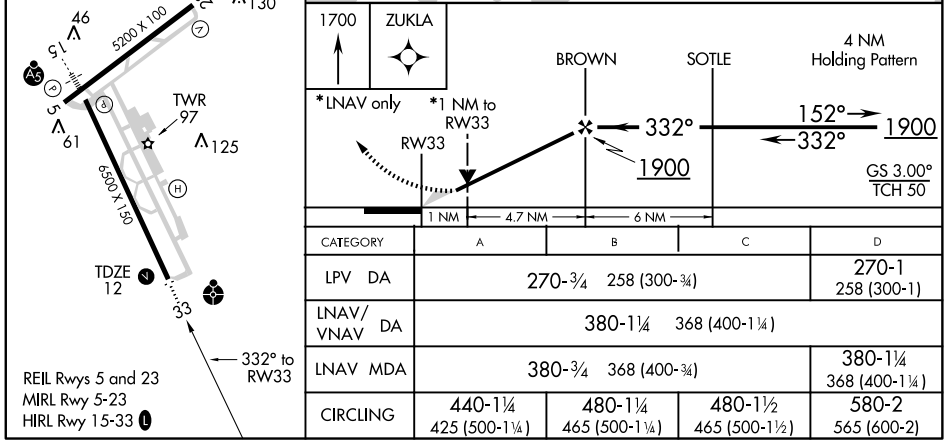
RNAV (GPS) RWY 33
LAKE CHARLES RGNL (LCH)

ASR	ODALS	MISSED APPROACH: Climb to 1700 direct ZUKLA WP and hold.

BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative ODALS increase LPV CATS A-C visibility to 1 mile. Inoperative table does not apply to LNAV/VNAV.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) Ⓛ 257.8	121.8	126.25	122.95





CATEGORY	A	B	C	D
LPV DA	270-¾ 258 (300-¾)			270-1 258 (300-1)
LNAV/VNAV DA	380-1¼ 368 (400-1¼)			
LNAV MDA	380-¾ 368 (400-¾)			380-1¼ 368 (400-1¼)
CIRCLING	440-1¼ 425 (500-1¼)	480-1¼ 465 (500-1¼)	480-1½ 465 (500-1½)	580-2 565 (600-2)

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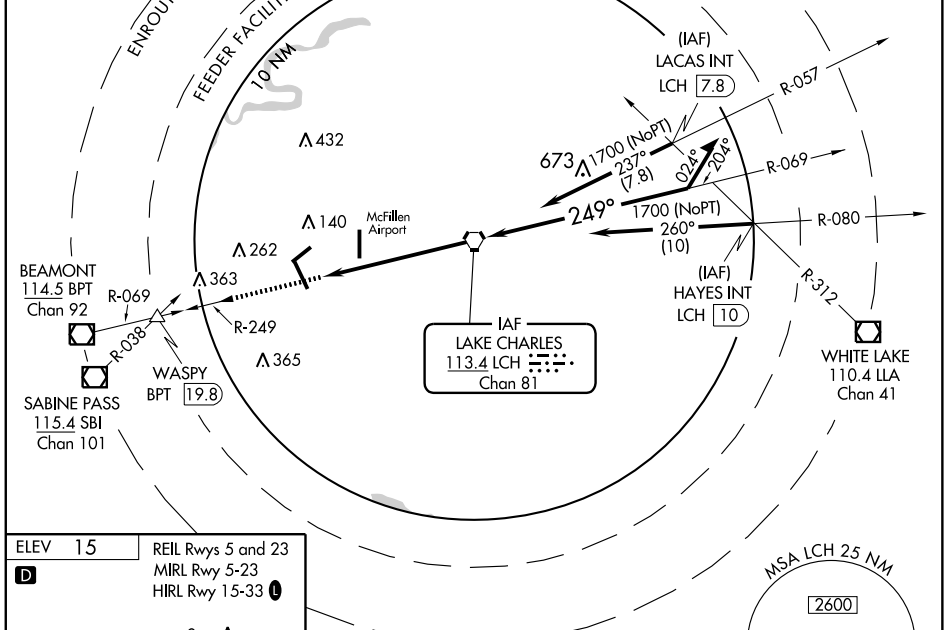
VORTAC	APP CRS	Rwy ldg	N/A
113.4	249°	TDZE	N/A
Chan 81		Apt Elev	15

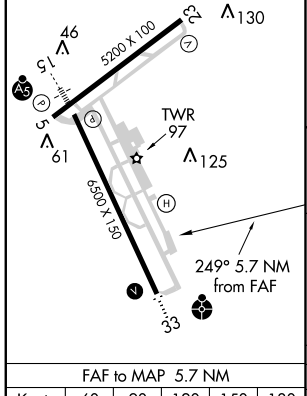
VOR-A
LAKE CHARLES RGNL (LCH)

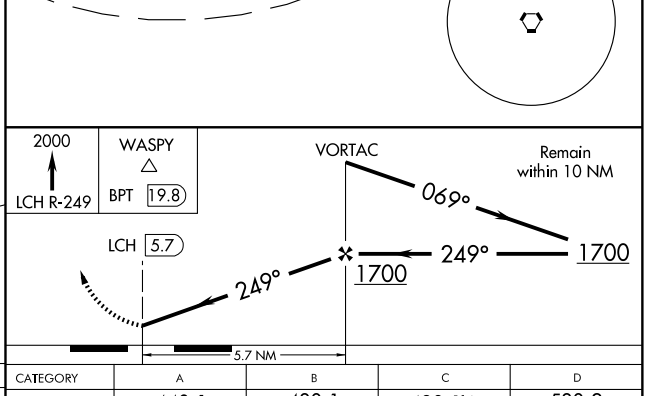
NA
ASR

MISSED APPROACH: Climb to 2000 via LCH R-249 to WASPY INT.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95







FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

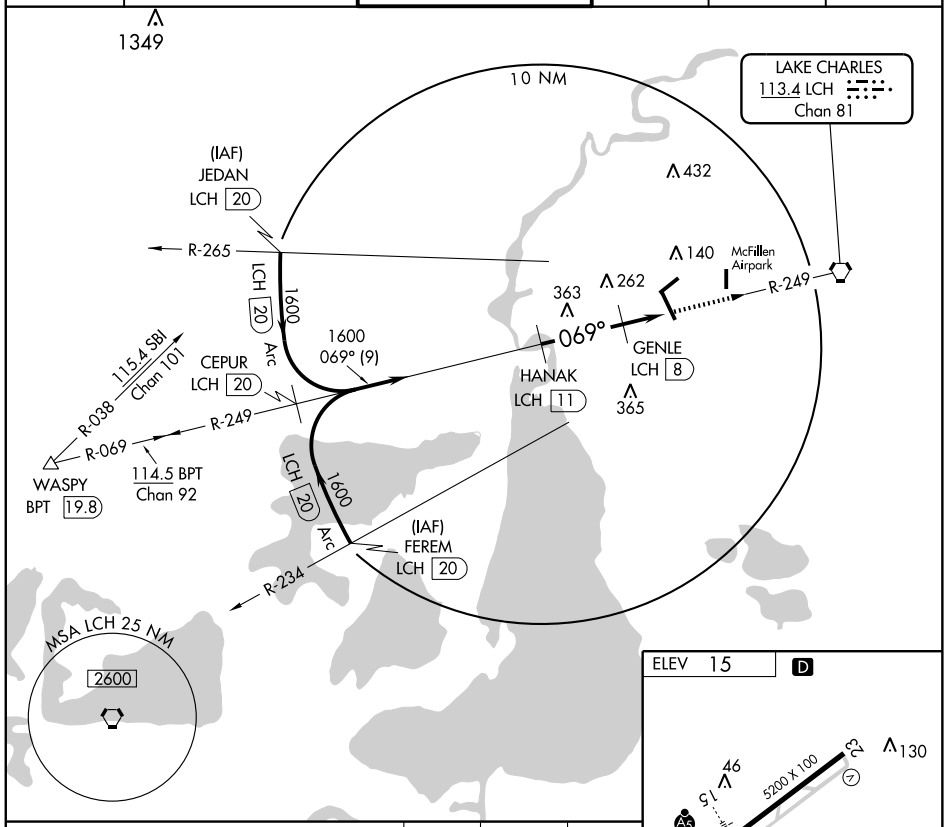
VORTAC LCH 113.4 Chan 81	APP CRS 069°	Rwy ldg N/A TDZE N/A Apt Elev 15

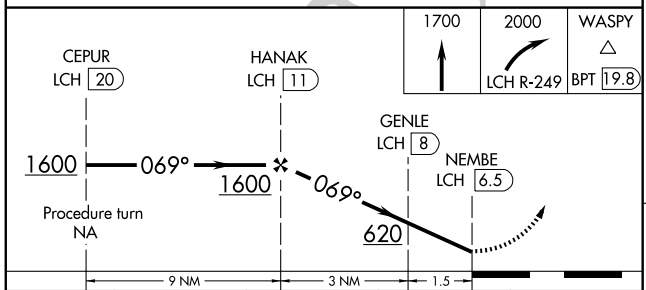
VOR/DME-B
LAKE CHARLES RGNL (LCH)

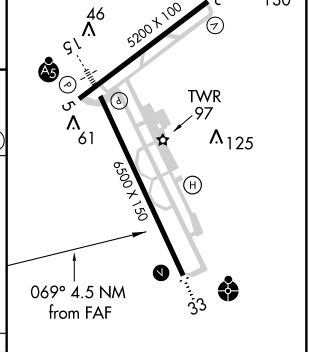
NA
ASR

MISSED APPROACH: Climb to 1700, then climbing right turn to 2000 via LCH R-249 to WASPY Int.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95







CATEGORY	A	B	C	D
CIRCLING	500-1 485 (500-1)		500-1½ 485 (500-1½)	580-2 565 (600-2)

REIL Rwys 5 and 23
MIRL Rwy 5-23
HIRL Rwy 15-33 L

APP CRS	Rwy ldg	3021
172°	TDZE	106
	Apt Elev	106

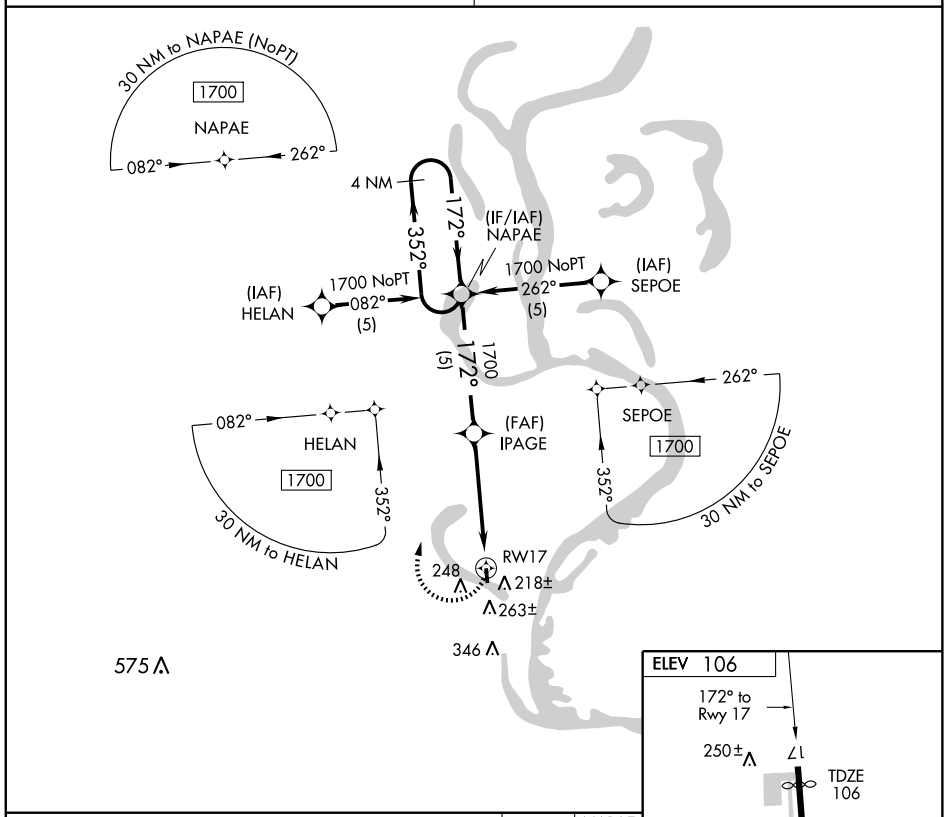
RNAV (GPS) RWY 17

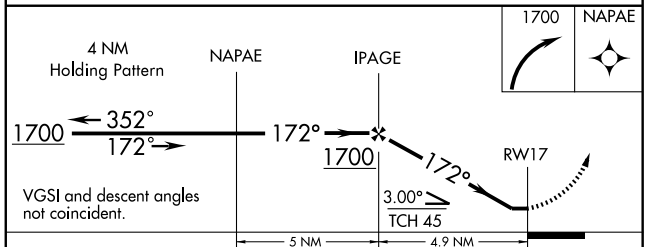
LAKE PROVIDENCE/BYERLEY (0M8)

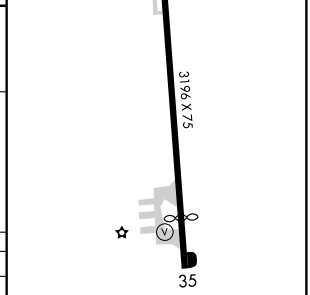
Use Vicksburg Tallulah Regional altimeter setting.
NA GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing right turn to 1700 direct NAPAE WP and hold.

MEMPHIS CENTER	CTAF
132.5 259.1	122.9







REIL Rwy 17
MIRL Rwy 17-35

CATEGORY	A	B	C	D
LNAV MDA	540-1 434 (500-1)		540-1¼ 434 (500-1¼)	NA
CIRCLING	700-1 594 (600-1)		700-1½ 594 (600-1½)	NA

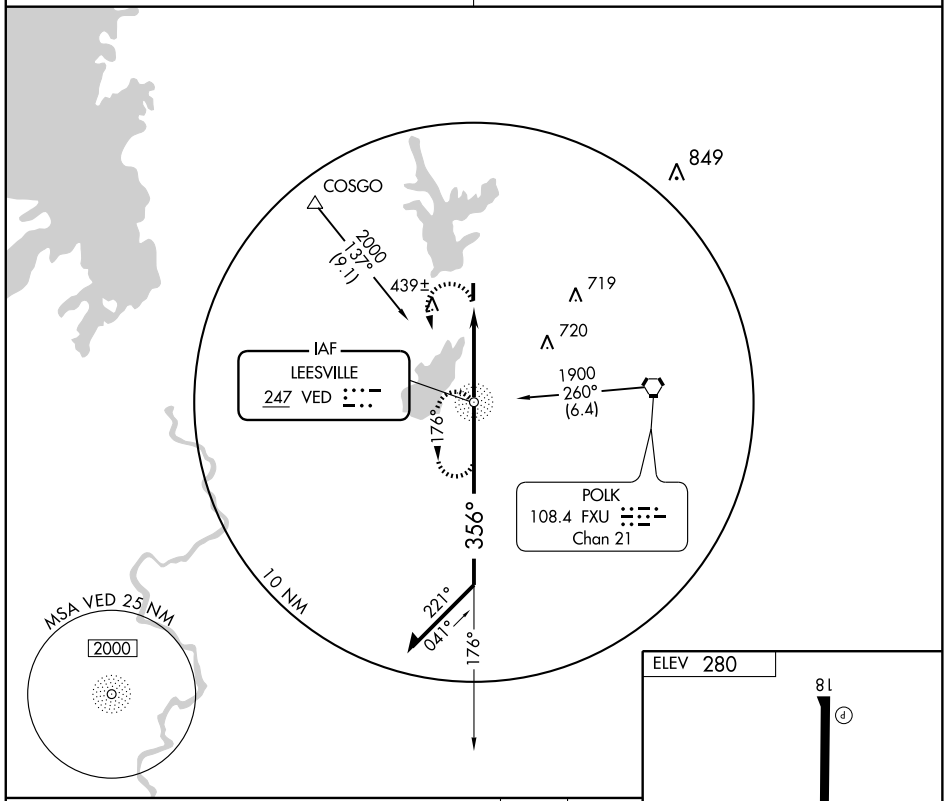
NDB VED 247	APP CRS 356°	Rwy ldg 3807 TDZE 280 Apt Elev 280

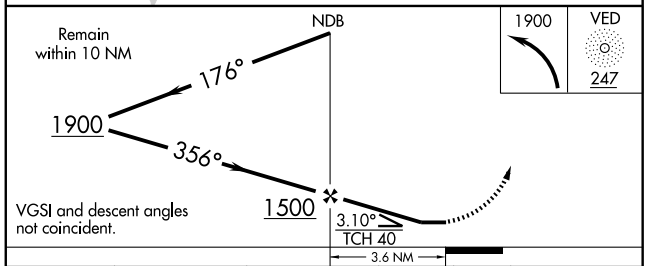
NDB RWY 36
LEESVILLE (L39)

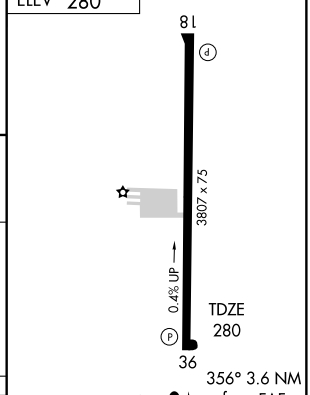
NA Use Polk AAF altimeter setting.

MISSED APPROACH: Climbing left turn to 1900 direct VED NDB and hold.

POLK APP CON	UNICOM
123.7 254.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	780-1	500 (500-1)	780-1¼ 500 (500-1¼)	NA
CIRCLING	780-1	500 (500-1)	780-1½ 500 (500-1½)	NA

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

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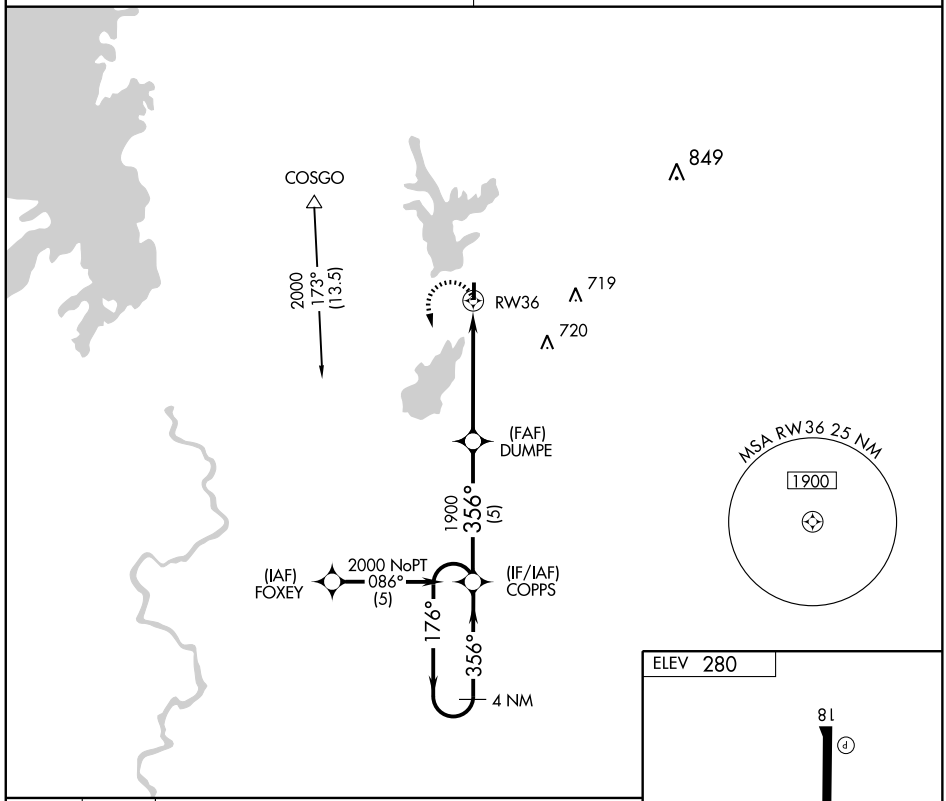
APP CRS	Rwy ldg	3807
356°	TDZE	280
	Apt Elev	280

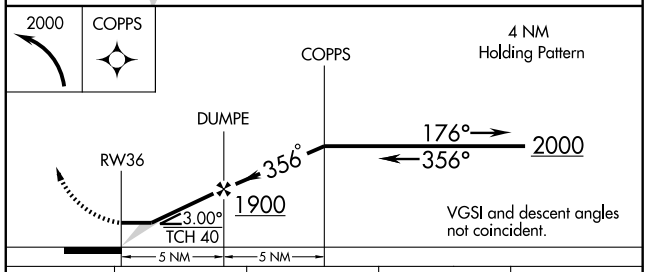
RNAV (GPS) RWY 36
LEESVILLE (L39)

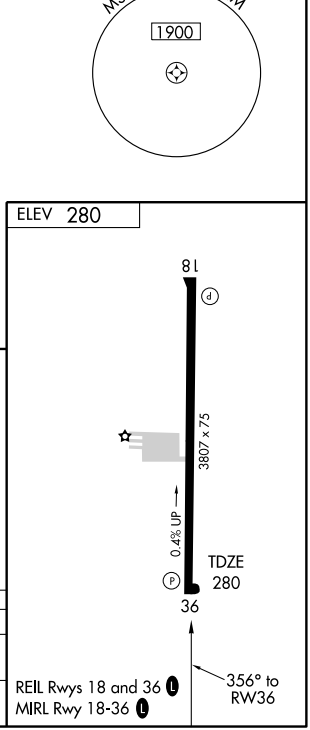
NA Use Polk AAF altimeter setting.
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct COPPS and hold.

POLK APP CON	UNICOM
123.7 254.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	720-1 440 (500-1)		720-1¼ 440 (500-1¼)	NA
CIRCLING	760-1 480 (500-1)	780-1 500 (500-1)	780-1½ 500 (500-1½)	NA

NDB MSD	APP CRS	Rwy ldg	4500
414	175°	TDZE	320
		Apt Elev	324

NDB RWY 18

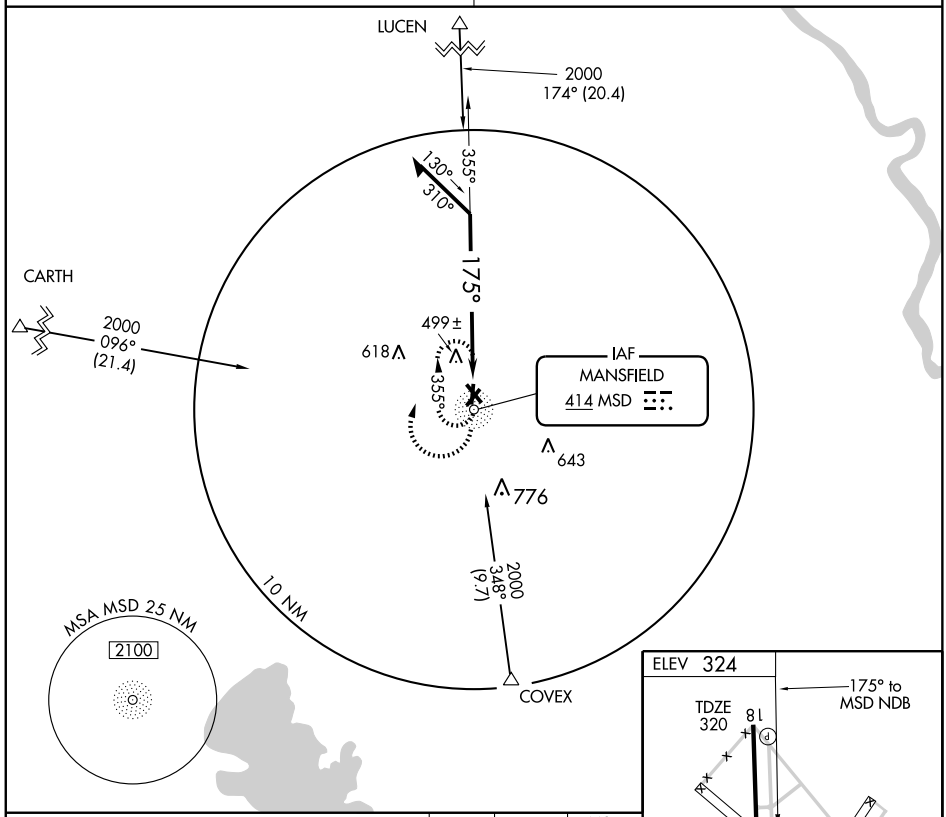
MANSFIELD/C E 'RUSTY' WILLIAMS (3F3)

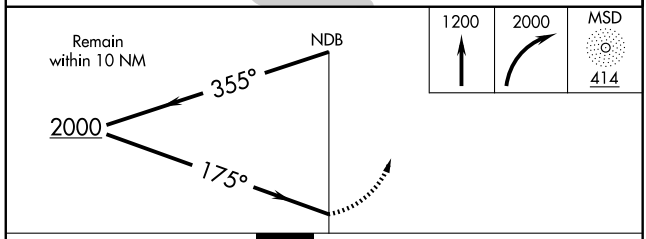
NA Use Shreveport Regional altimeter setting.

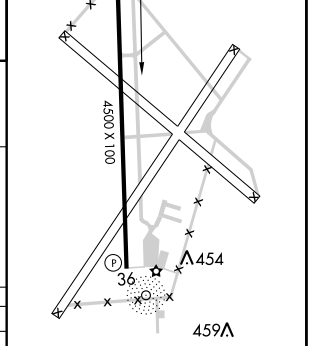
MISSED APPROACH: Climb to 1200, then climbing right turn to 2000 direct MSD NDB and hold.

SHREVEPORT APP CON ★
119.9 335.55

UNICOM
122.8 (CTAF) L







MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

CATEGORY	A	B	C	D
S-18	980-1 660 (700-1)		980-1¾ 660 (700-1¾)	NA
CIRCLING	980-1 656 (700-1)		980-1¾ 656 (700-1¾)	NA

APP CRS	Rwy ldg	4500
182°	TDZE	320
	Apt Elev	324

RNAV (GPS) RWY 18

MANSFIELD/ C E 'RUSTY' WILLIAMS (3F3)

NA

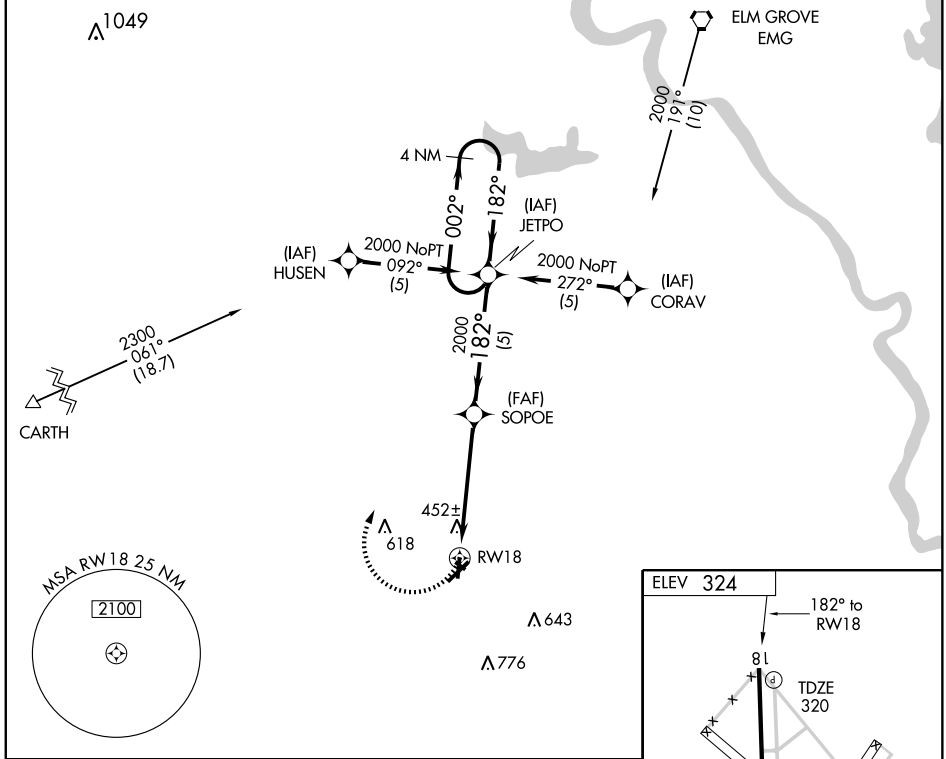
Use Shreveport Regional altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

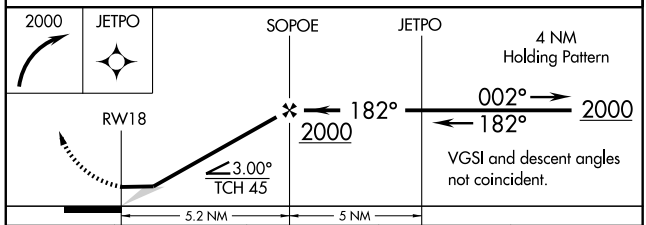
MISSED APPROACH: Climbing right turn to 2000 direct JETPO WP and hold.

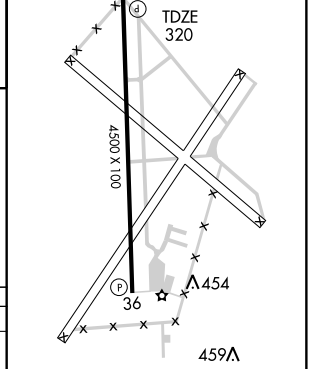
SHREVEPORT APP CON ★
119.9 335.55

UNICOM
122.8 (CTAF) L

Procedure NA for arrival at CARTH on V13 southwest bound, V114 northwest bound.
Procedure NA for arrival on EMG VORTAC airway radials 131 CW 251.







MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

CATEGORY	A	B	C	D
LNAV MDA	780-1 460 (500-1)		780-1¼ 460 (500-1¼)	NA
CIRCLING	880-1 556 (600-1)		880-1½ 556 (600-1½)	NA

MANY, LOUISIANA

WAAS CH 78015 W12A	APP CRS 117°	Rwy ldg 4402 TDZE 319 Apt Elev 319	AL-6220 (FAA)

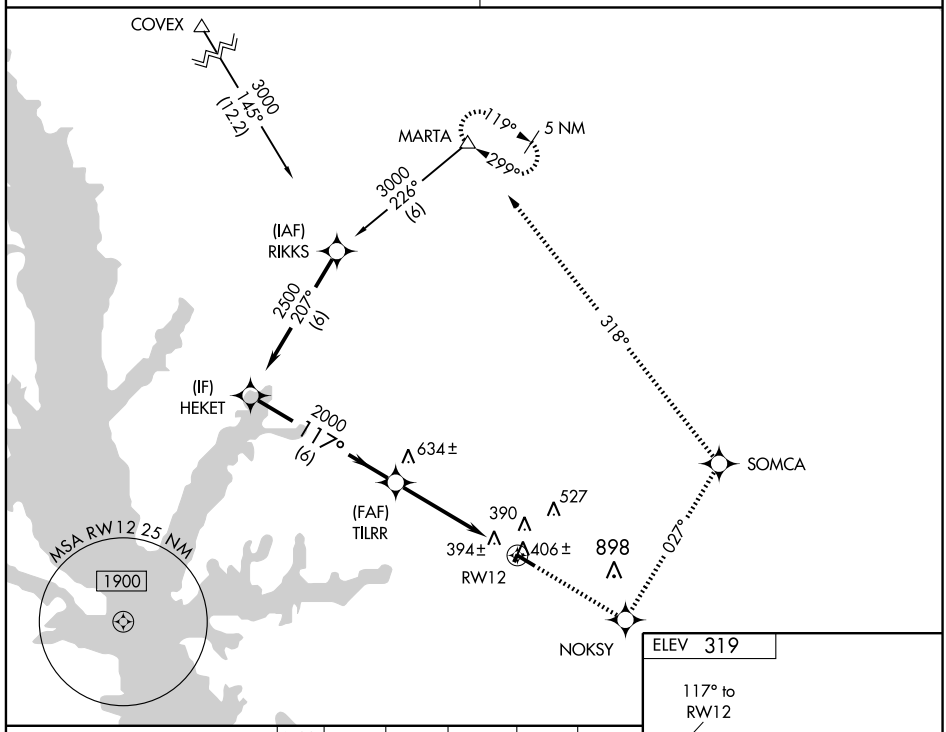
RNAV (GPS) RWY 12

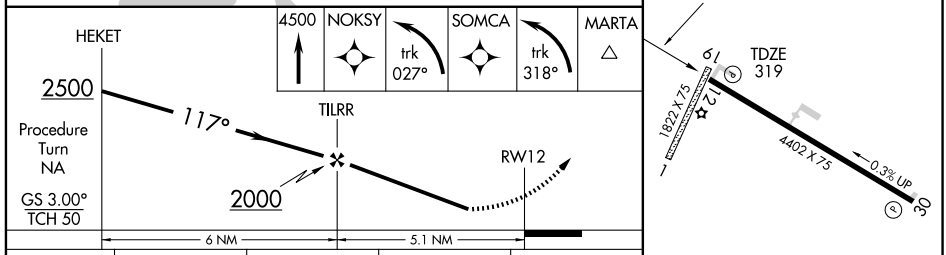
MANY/ HART (3R4)

T NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Fort Polk altimeter setting; when not received, use Natchitoches altimeter setting and increase all DA 2 feet and all MDA 20 feet, increase LPV visibility all Cats ¼ mile, and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct NOKSY and left turn via track 027° to SOMCA and left turn via track 318° to MARTA and hold.

POLK APP CON	UNICOM
123.7 254.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	713-1¼ 394 (400-1¼)			NA
LNAV/VNAV DA	765-1½ 446 (500-1½)			NA
LNAV MDA	820-1 501 (600-1)		820-1½ 501 (600-1½)	NA
CIRCLING	900-1 581 (600-1)		900-1½ 581 (600-1½)	NA

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

SC-4, 17 DEC 2009 to 14 JAN 2010

MANY, LOUISIANA

APP CRS	Rwy ldg	4402
282°	TDZE	311
	Apt Elev	319

AL-6220 (FAA)

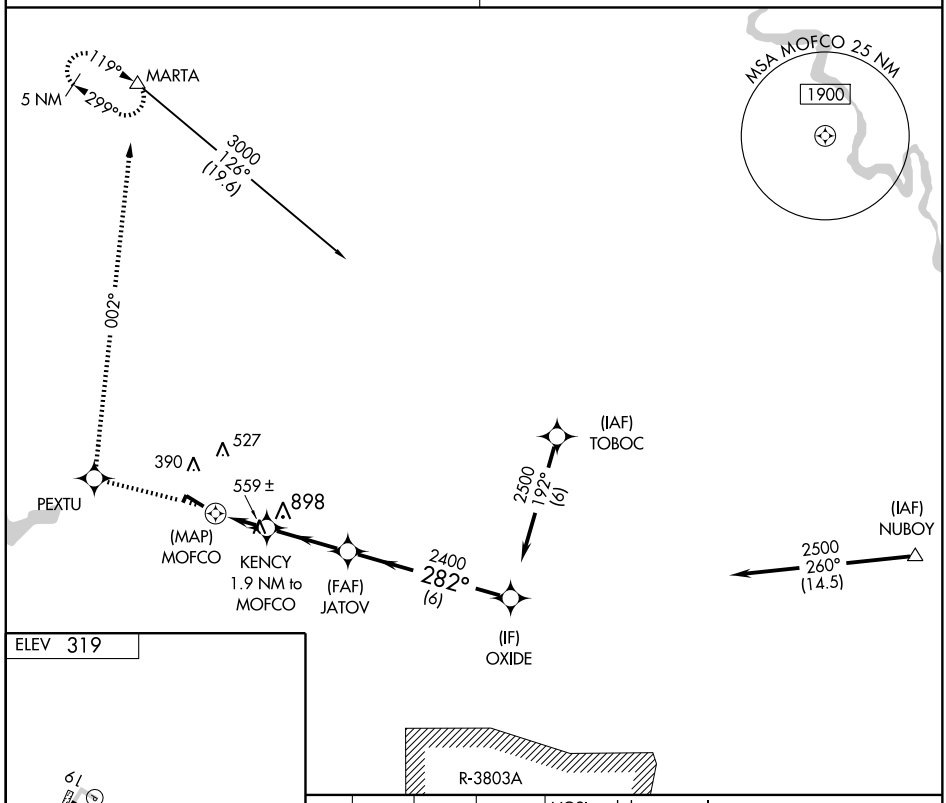
RNAV (GPS) RWY 30

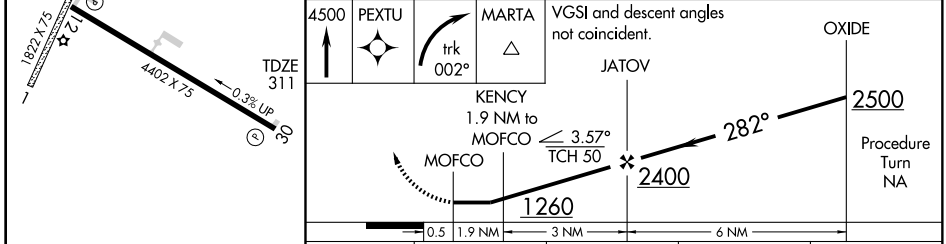
MANY/ HART (3R4)

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
NA Use Fort Polk altimeter setting; when not received, use Natchitoches altimeter setting and increase all MDA 20 feet and increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct PEXTU and right turn via track 002° to MARTA and hold, continue climb in hold to 4500.

POLK APP CON	UNICOM
123.7 254.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	900-1 589 (600-1)		900-1½ 589 (600-1½)	NA
CIRCLING	900-1 581 (600-1)		900-1½ 581 (600-1½)	NA

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

SC-4, 17 DEC 2009 to 14 JAN 2010

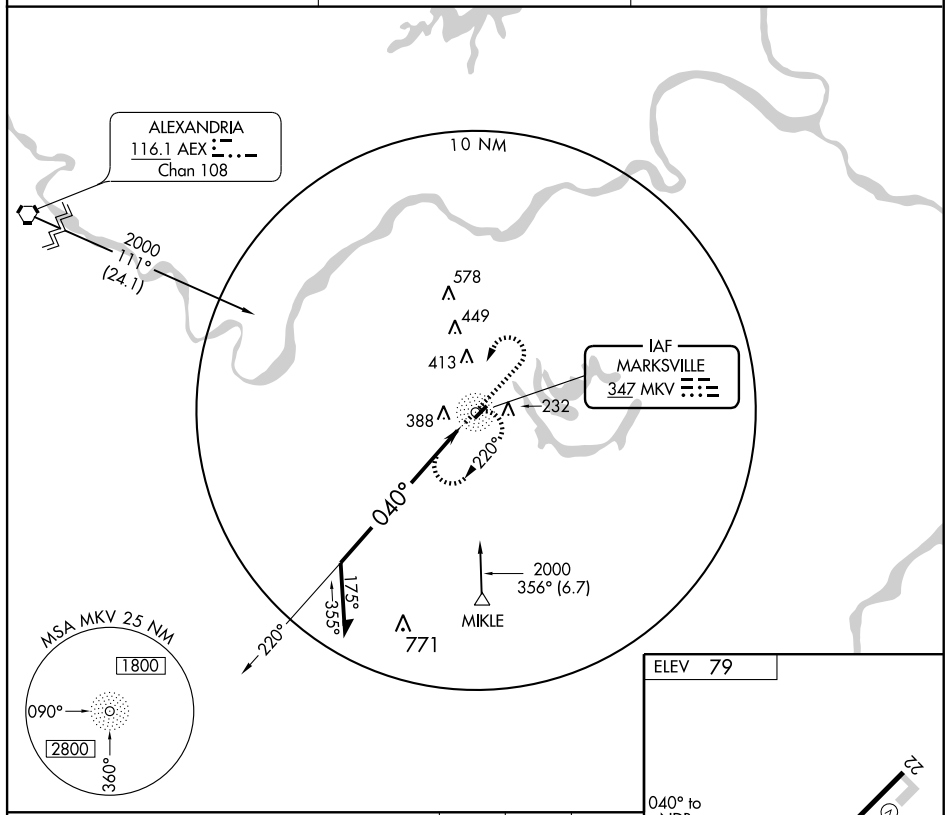
NDB MKV	APP CRS	Rwy ldg	3799
347	040°	TDZE	77
		Apt Elev	79

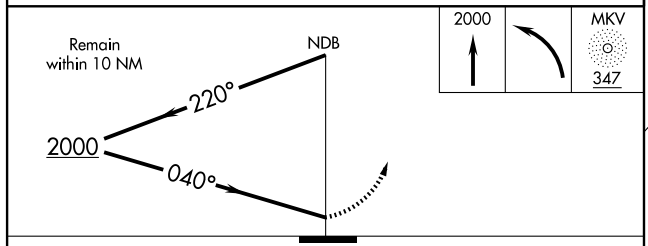
NDB RWY 4
MARKSVILLE MUNI (MKV)

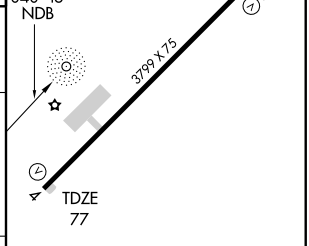
NA Use Esler Rgnl altimeter setting. When not received, use Alexandria Intl. altimeter setting. When neither is received, procedure not authorized.

MISSED APPROACH: Climb to 2000 then left turn direct MKV NDB and hold.

POLK APP CON	CTAF	
125.4 302.2	122.9	122.8 L







MIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-4	1020-1¼ 943 (1000-1¼)		NA	
CIRCLING	1020-1¼ 941 (1000-1¼)		NA	

Knots	60	90	120	150	180
Min:Sec					

SC-4, 17 DEC 2009 to 14 JAN 2010

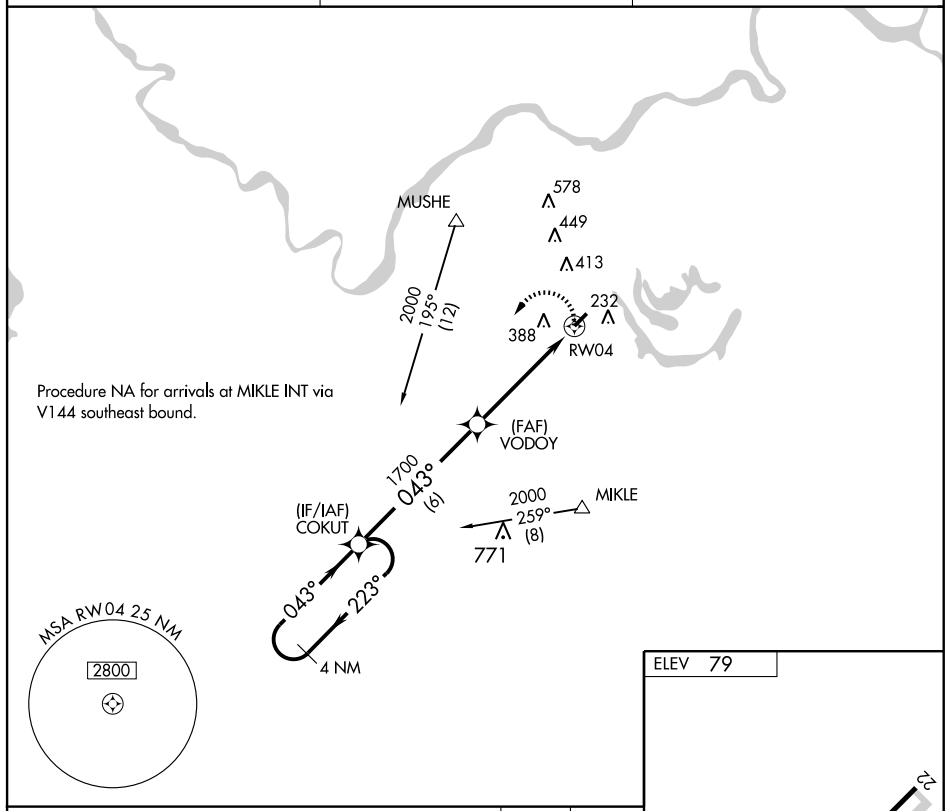
APP CRS	Rwy ldg	3799
043°	TDZE	77
	Apt Elev	79

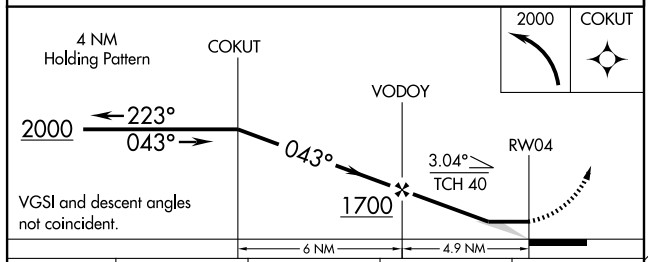
RNAV (GPS) RWY 4
MARKSVILLE MUNI (MKV)

⚠ NA DME/DME RNP-0.3 NA. Use Esler Rgnl altimeter setting. If not received, use Alexandria Intl. altimeter setting. When neither is received, procedure not authorized.

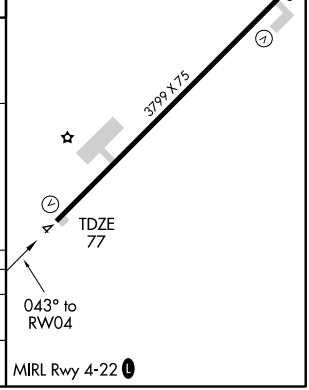
MISSED APPROACH: Climbing left turn to 2000 direct COKUT and hold.

POLK APP CON	CTAF	122.8 L
125.4 302.2	122.9	





CATEGORY	A	B	C	D
LNAV MDA	680-1	603 (700-1)	NA	
CIRCLING	760-1	681 (700-1)	NA	



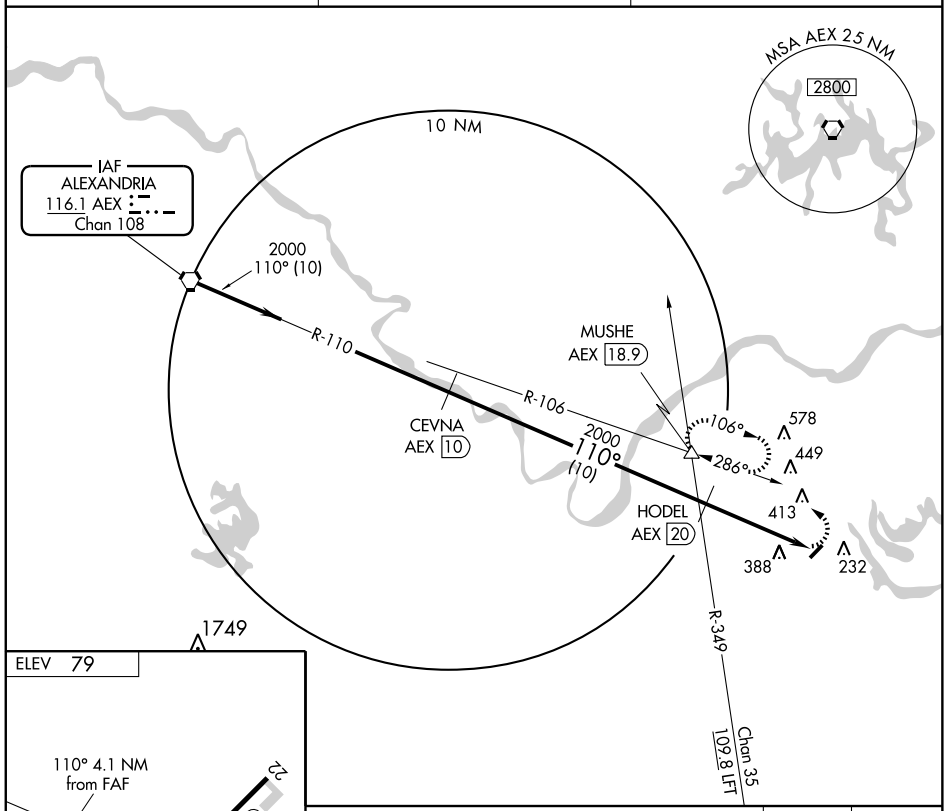
VORTAC	APP CRS	Rwy ldg	N/A
116.1	110°	TDZE	N/A
Chan 108		Apt Elev	79

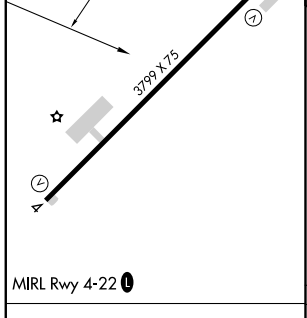
VOR/DME-A
MARKSVILLE MUNI (MKV)

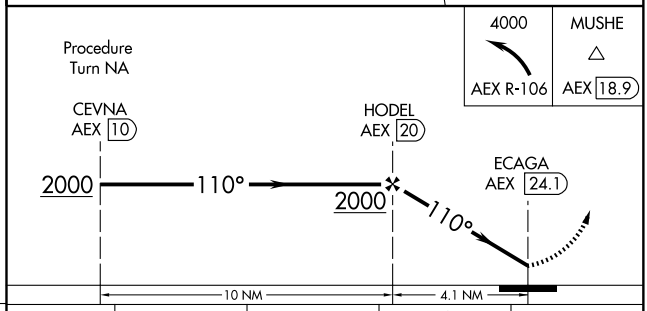
NA Use Esler Rgnl altimeter setting. When not received, use Alexandria Intl. altimeter setting. When neither is received, procedure not authorized.

MISSED APPROACH: Climbing left turn to 4000 via AEX R-106 to MUSHE Int/AEX 18.9 DME and hold.

POLK APP CON	CTAF	122.8 L
125.4 302.2	122.9	







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	760-1 681 (700-1)	760-1¼ 681 (700-1¼)	NA	

SC-4, 17 DEC 2009 to 14 JAN 2010

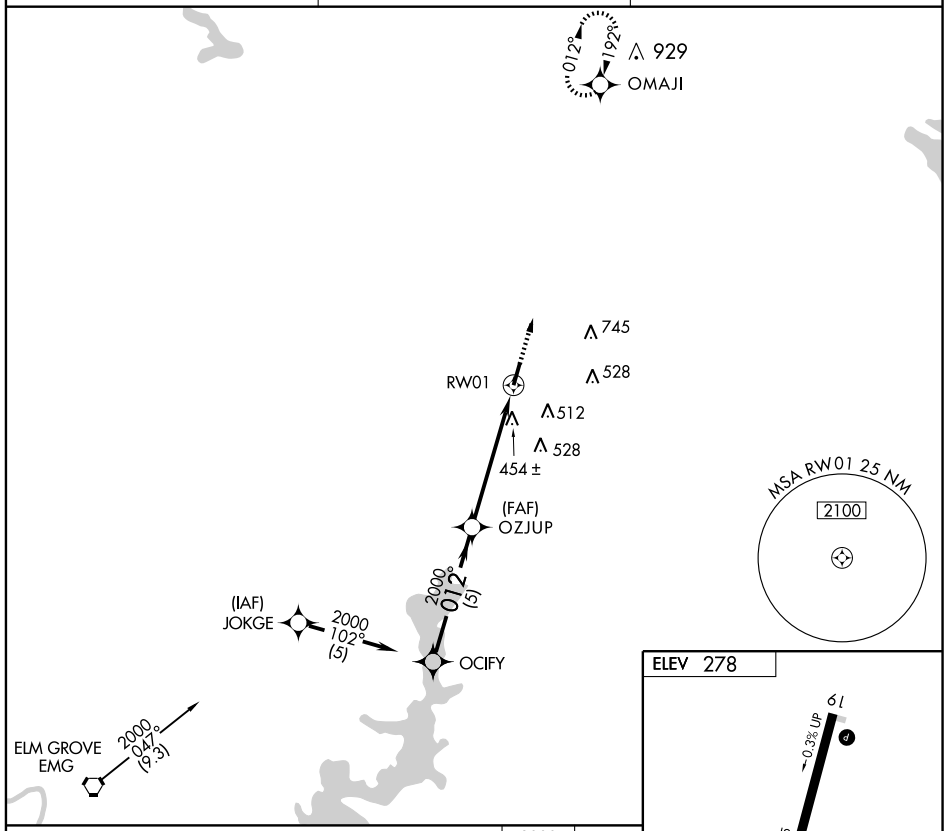
APP CRS	Rwy ldg	5004
012°	TDZE	278
	Apt Elev	278

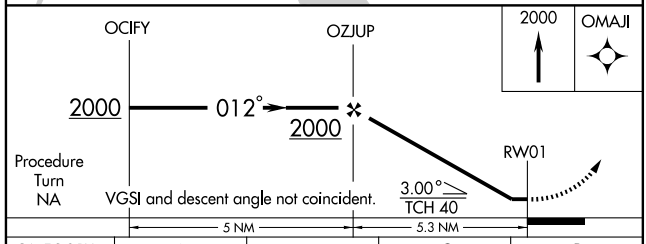
GPS RWY 1
MINDEN-WEBSTER (F24)

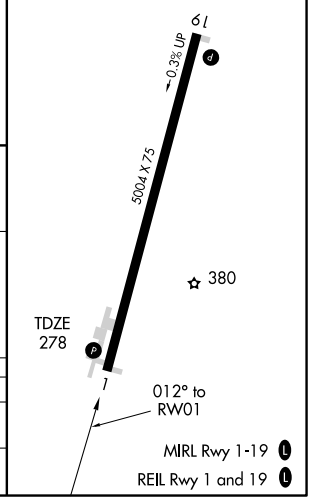
NA Use Barksdale AFB altimeter setting.

MISSED APPROACH: Climb to 2000 direct OMAJI WP and hold.

SHREVEPORT APP CON	GCO	UNICOM
118.6 350.2	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	800-1 522 (600-1)		800-1½ 522 (600-1½)	800-1¾ 522 (600-1¾)
CIRCLING	800-1 522 (600-1)	880-1 602 (700-1)	880-1¾ 602 (700-1¾)	880-2 602 (700-2)

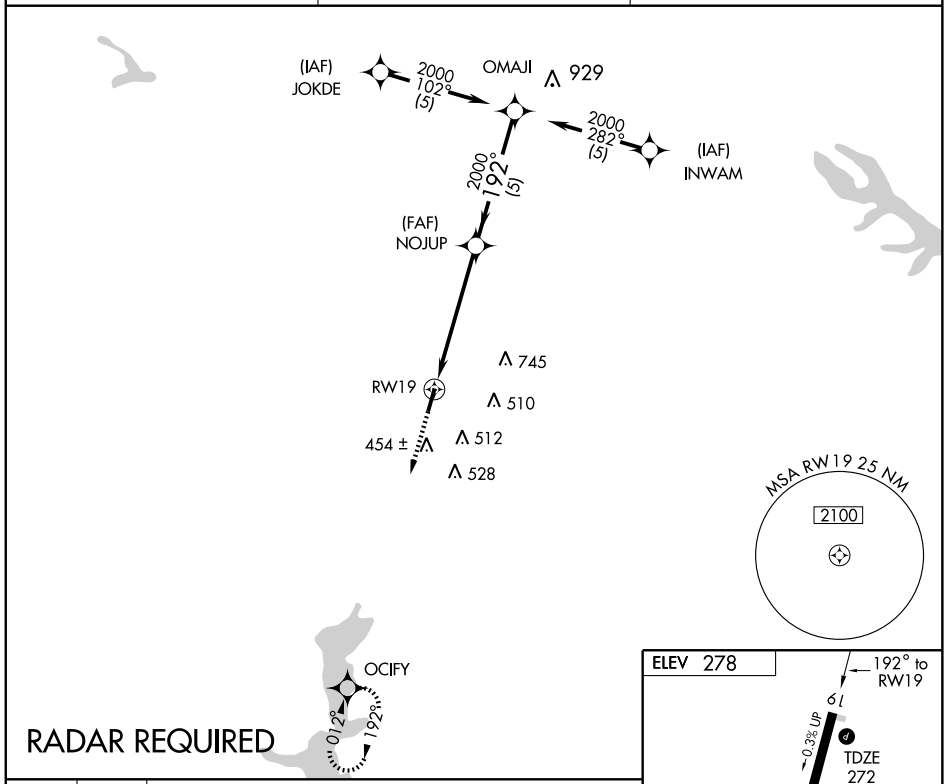
APP CRS	Rwy ldg	5004
192°	TDZE	272
	Apt Elev	278

GPS RWY 19
MINDEN-WEBSTER (F24)

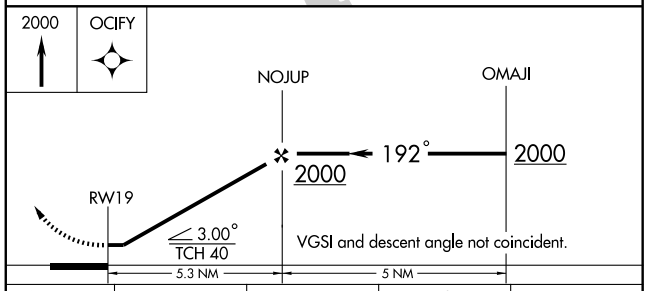
NA Use Barksdale AFB altimeter setting.

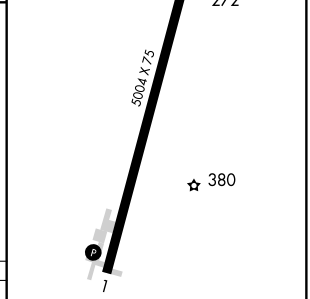
MISSED APPROACH: Climb to 2000 direct OCIFY WP and hold.

SHREVEPORT APP CON	GCO	UNICOM
118.6 350.2	135.075	122.8 (CTAF) L



RADAR REQUIRED





MIRL Rwy 1-19 L
REIL Rwy 1 and 19 L

CATEGORY	A	B	C	D
S-19	700-1 428 (500-1)		700-1¼ 428 (500-1¼)	700-1½ 428 (500-1½)
CIRCLING	800-1 522 (600-1)	880-1 602 (700-1)	880-1¾ 602 (700-1¾)	880-2 602 (700-2)

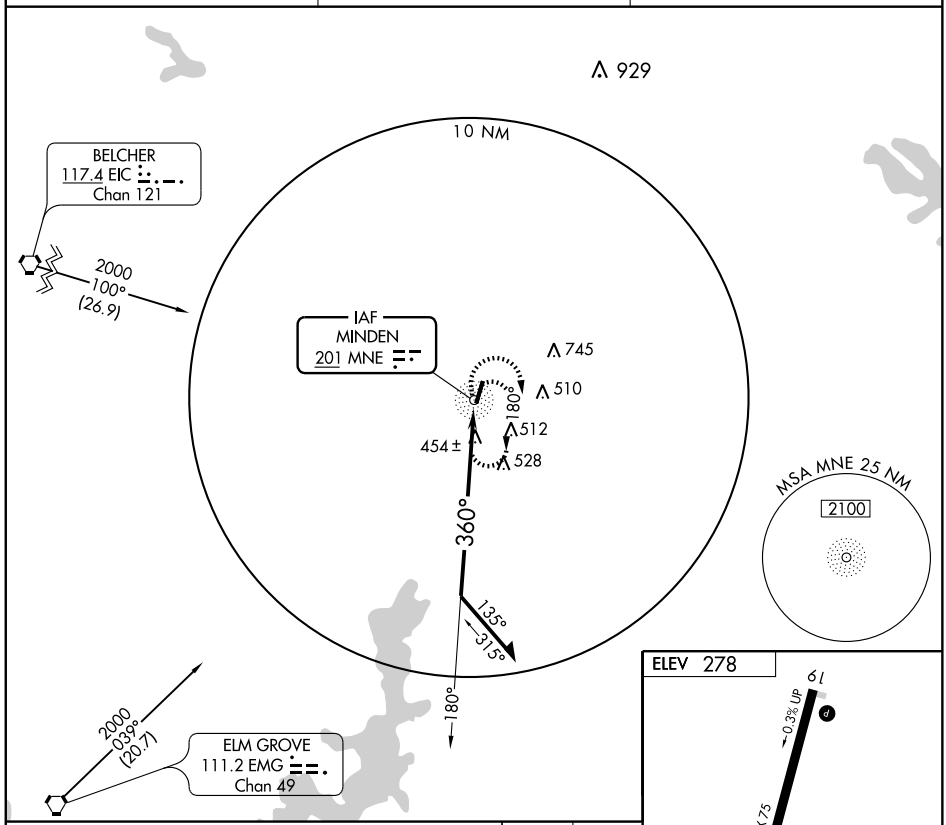
NDB MNE	APP CRS	Rwy ldg	5004
201	360°	TDZE	278
		Apt Elev	278

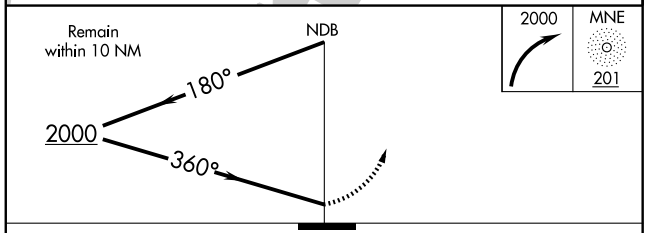
NDB RWY 1
MINDEN-WEBSTER (F24)

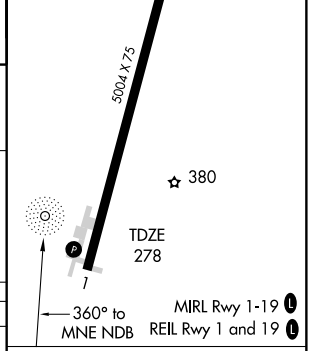
NA Use Barksdale AFB altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 in MNE NDB holding pattern.

SHREVEPORT APP CON	GCO	UNICOM
118.6 350.2	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	960-1	682 (700-1)	960-2 682 (700-2)	960-2¼ 682 (700-2¼)
CIRCLING	960-1	682 (700-1)	960-2 682 (700-2)	960-2¼ 682 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

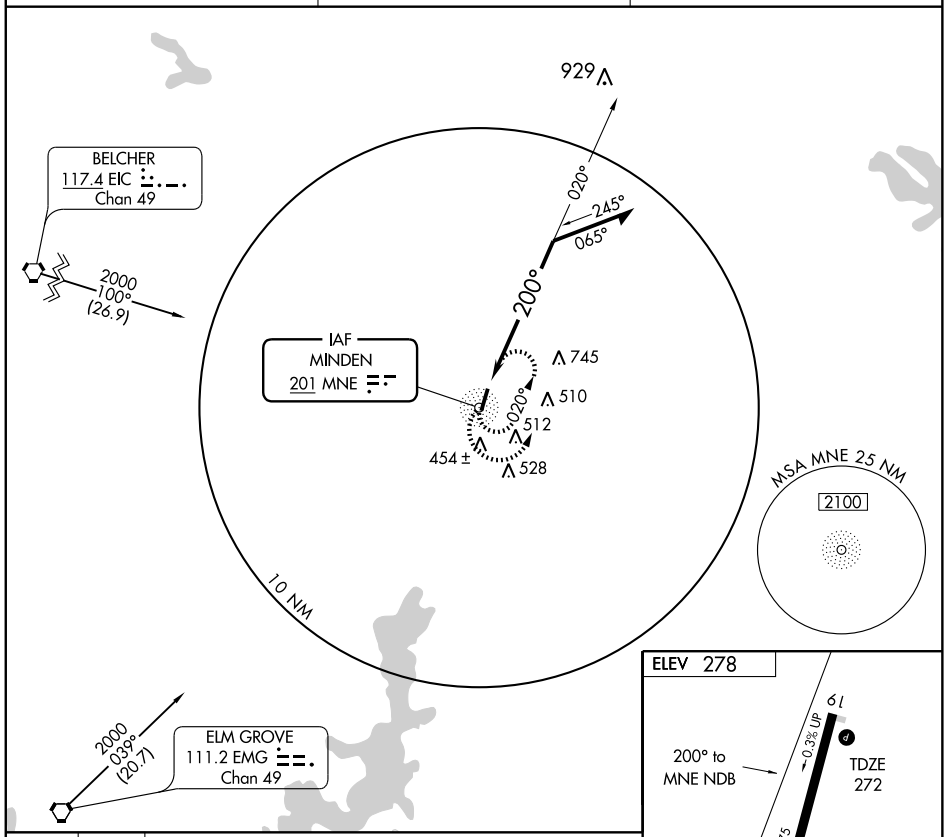
NDB MNE	APP CRS	Rwy ldg	5004
201	200°	TDZE	272
		Apt Elev	278

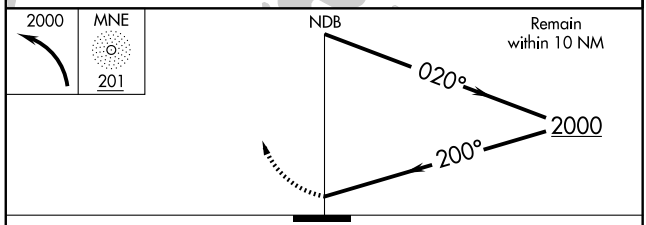
NDB RWY 19
MINDEN-WEBSTER (F24)

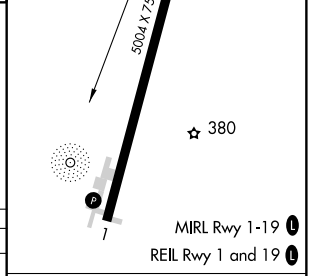
NA Use Barksdale AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 in MNE NDB holding pattern.

SHREVEPORT APP CON	GCO	UNICOM
118.6 350.2	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	1000-1 728 (800-1)		1000-2 728 (800-2)	1000-2¼ 728 (800-2¼)
CIRCLING	1000-1 722 (800-1)		1000-2 722 (800-2)	1000-2¼ 728 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 17 DEC 2009 to 14 JAN 2010

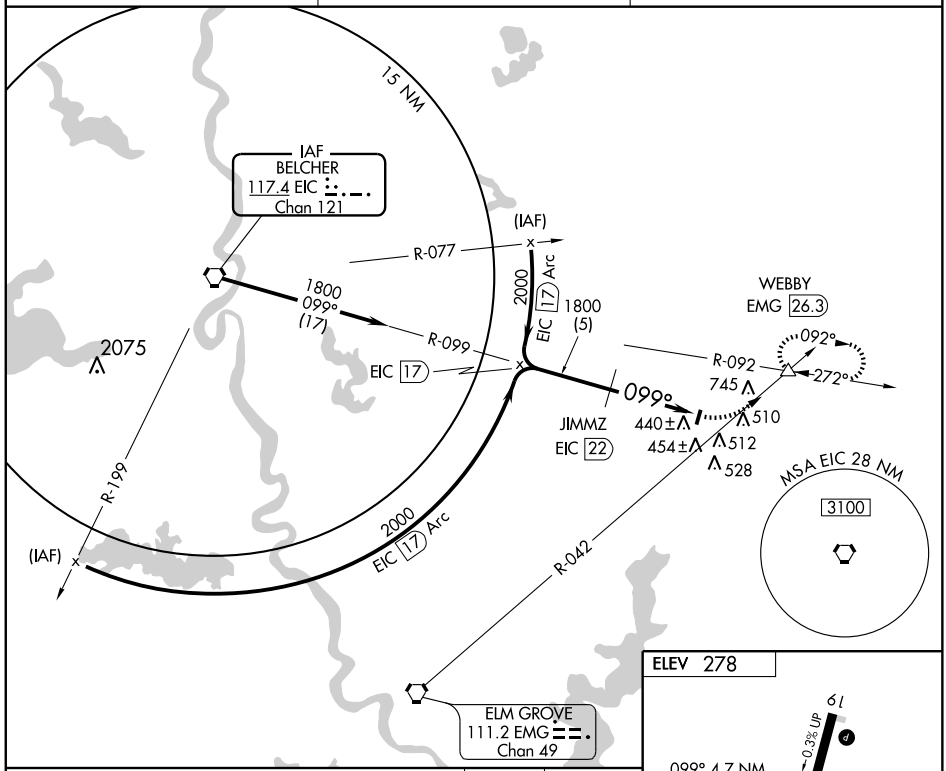
VORTAC EIC	APP CRS	Rwy ldg	N/A
117.4	099°	TDZE	N/A
Chan 121		Apt Elev	278

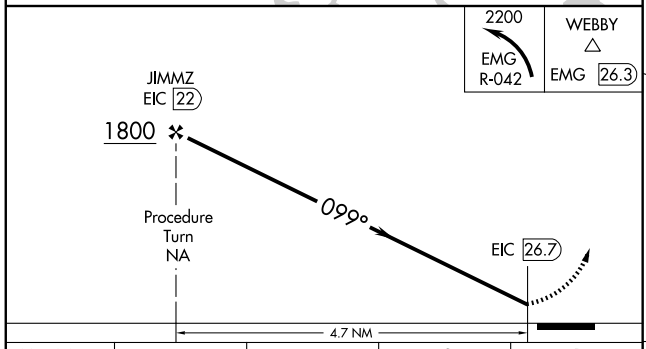
VOR/DME-A
MINDEN-WEBSTER (F24)

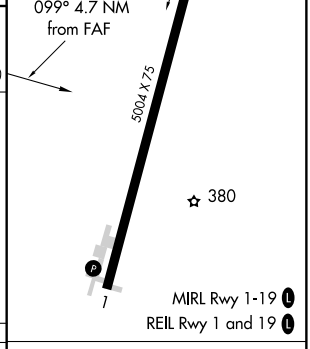
NA Use Barksdale AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 via EMG VOR/DME R-042 to WEBBY Int and hold.

SHREVEPORT APP CON	GCO	UNICOM
118.6 350.2	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1540-1¼ 1262 (1300-1¼)	1540-1½ 1262 (1300-1½)	1540-3 1262 (1300-3)	

Knots	60	90	120	150	180
Min:Sec					

SC-4, 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

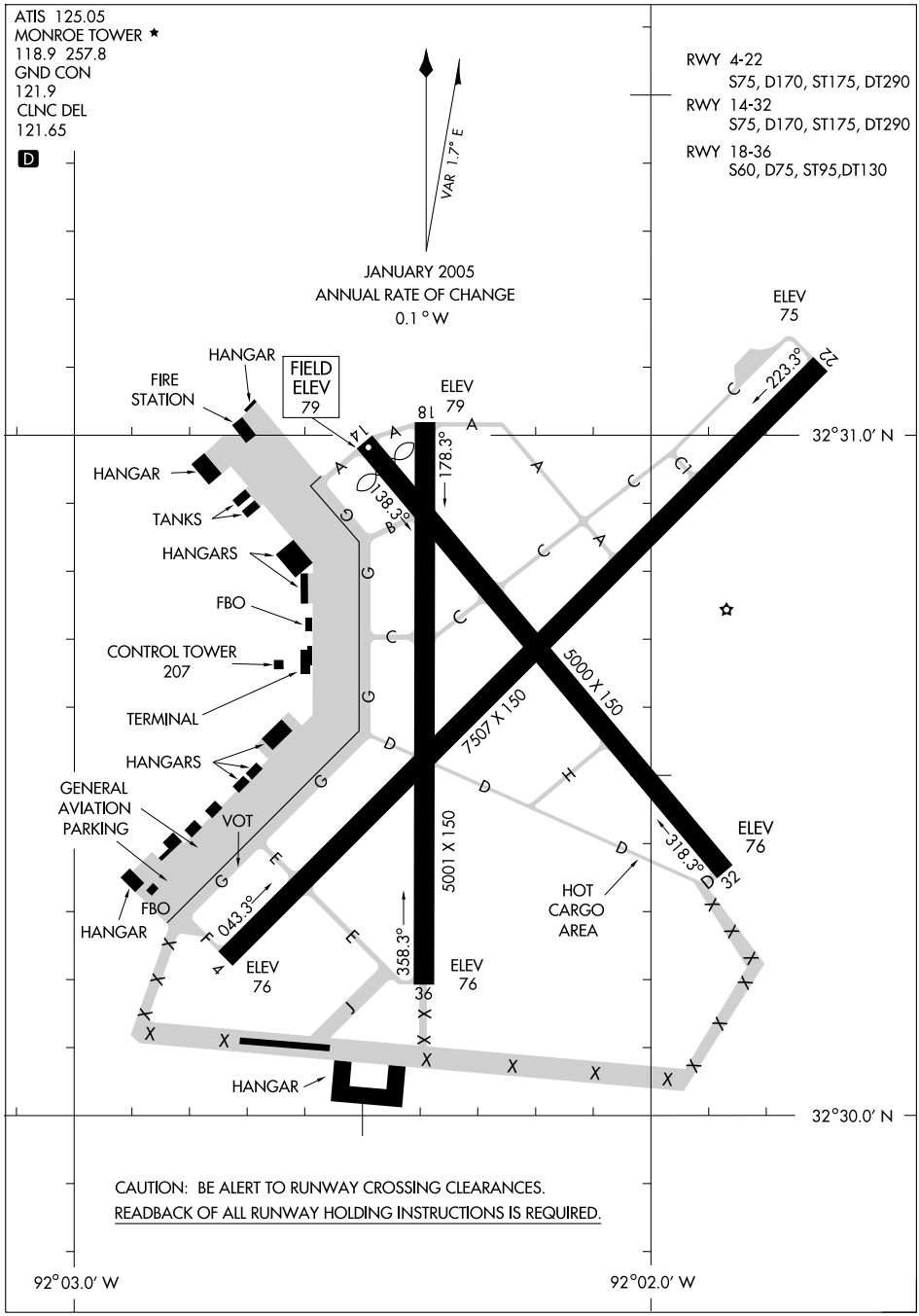
AL-270 (FAA)

MONROE RGNL (MLU)
MONROE, LOUISIANA

ATIS 125.05
MONROE TOWER ★
118.9 257.8
GND CON
121.9
CLNC DEL
121.65

D

RWY 4-22
S75, D170, ST175, DT290
RWY 14-32
S75, D170, ST175, DT290
RWY 18-36
S60, D75, ST95,DT130



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

LOC I-MLU	APP CRS	Rwy ldg	7507
109.5	042°	TDZE	78
		Apt Elev	79

ILS or LOC RWY 4
MONROE RGNL (MLU)

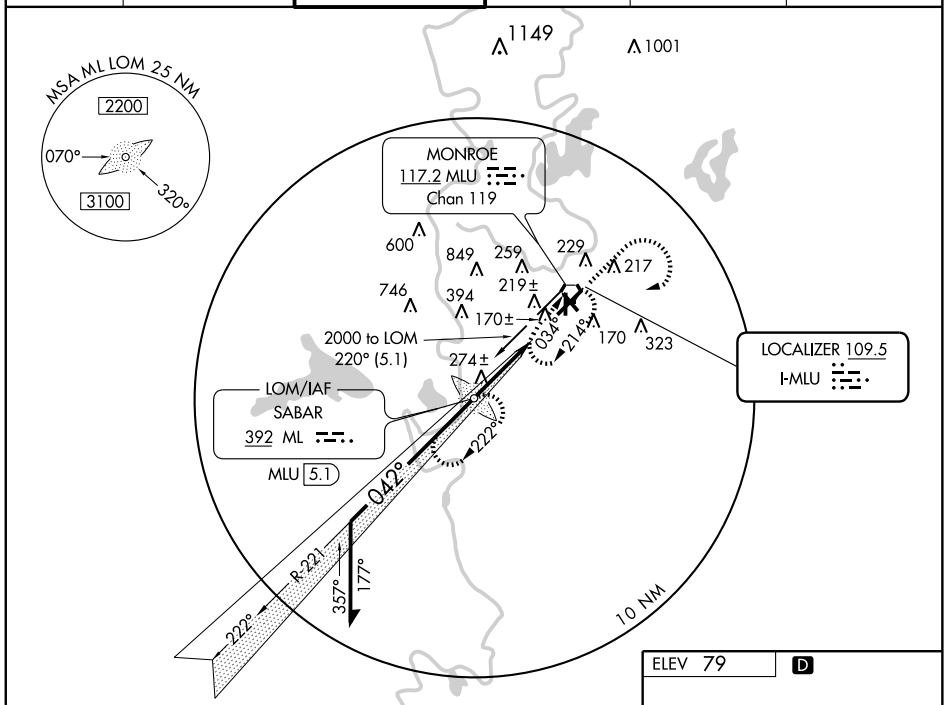
ASR

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

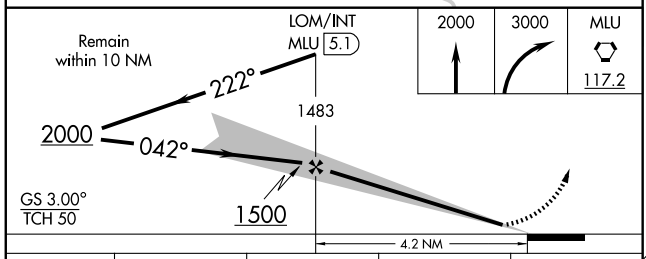
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct MLU VORTAC and hold.

ATIS	MONROE APP CON *	MONROE TOWER *	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95

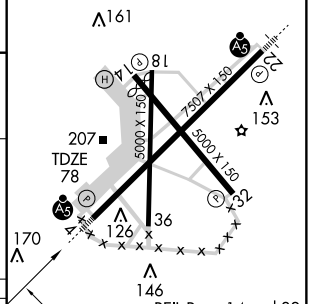


ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 4	*278/24 200 (200-½)			
S-LOC 4	480/24 402 (500-½)		480/40 402 (500-¾)	
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

ELEV 79 D



REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SC-4. 17 DEC 2009 to 14 JAN 2010

LOC I-MZR	APP CRS	Rwy ldg	7507
109.5	222°	TDZE	78
		Apt Elev	79

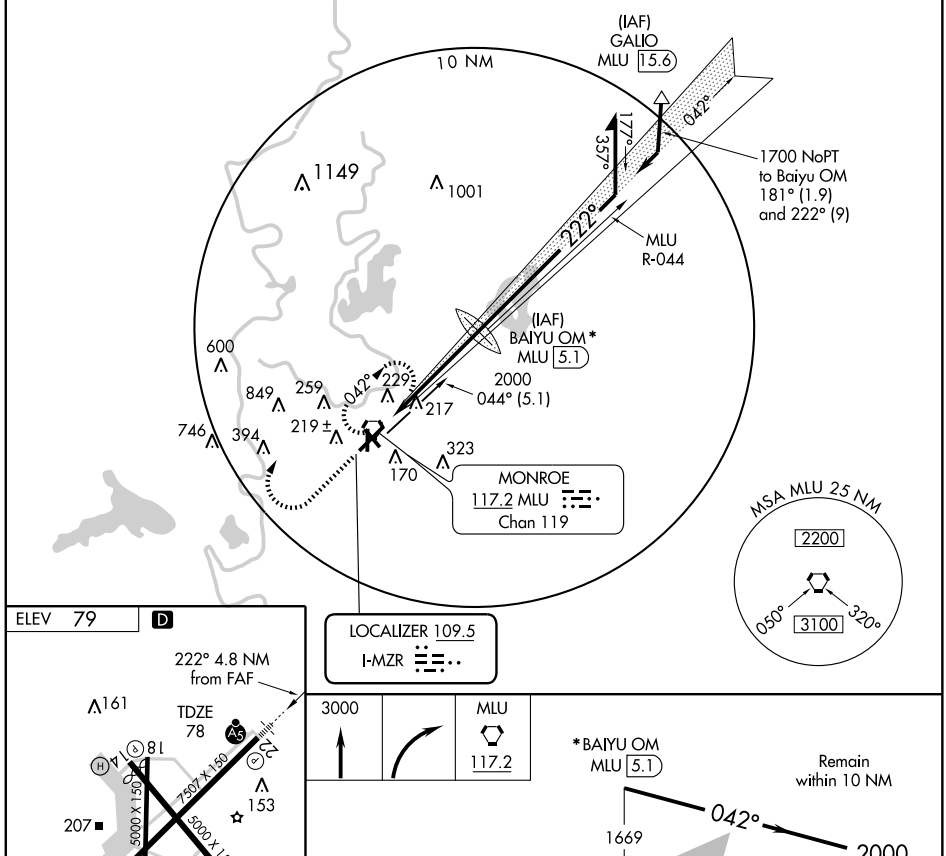
ILS RWY 22
MONROE RGNL (MLU)

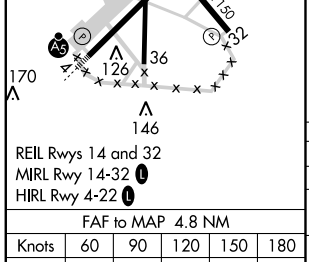
ASR

MALSR

MISSED APPROACH: Climb to 3000 then right turn direct MLU VORTAC and hold.

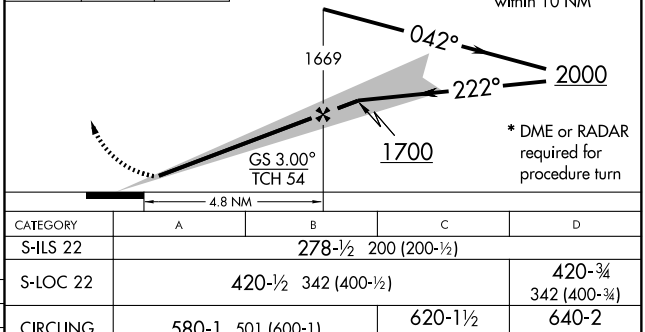
ATIS	MONROE APP CON *	MONROE TOWER *	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95





REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 22	278-½ 200 (200-½)			
S-LOC 22	420-½ 342 (400-½)			420-¾ 342 (400-¾)
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 56410 W04A	APP CRS 042°	Rwy ldg 7507 TDZE 78 Apt Elev 79

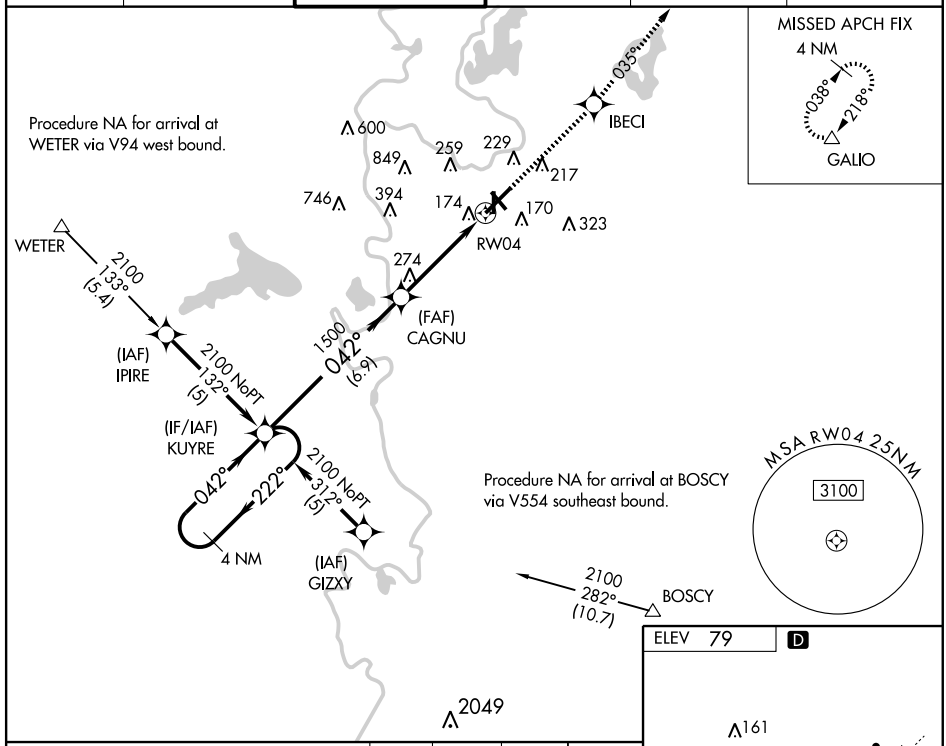
RNAV (GPS) RWY 4
MONROE RGNL (MLU)

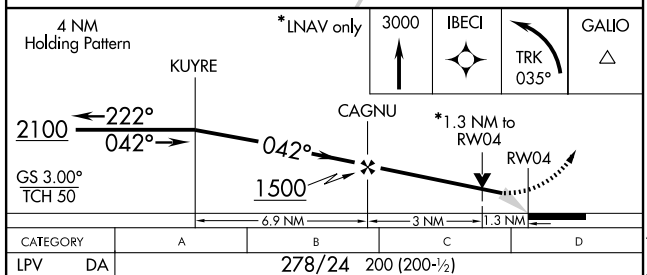
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct IBECI and left turn via 035° track to GALIO and hold.

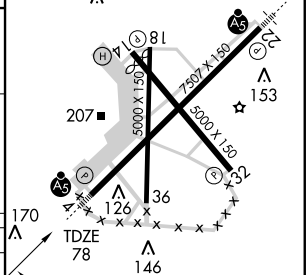
ATIS	MONROE APP CON*	MONROE TOWER*	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95





CATEGORY	A	B	C	D
LPV DA	278/24 200 (200-½)			
LNAV/VNAV DA	444-40 366 (400-¾)			
LNAV MDA	540/24 462 (500-½)		540/40 462 (500-¾)	540/50 462 (500-1)
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

ELEV 79 D



REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

SC-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 70510 W22A	APP CRS 222°	Rwy ldg 7507 TDZE 78 Apt Elev 79

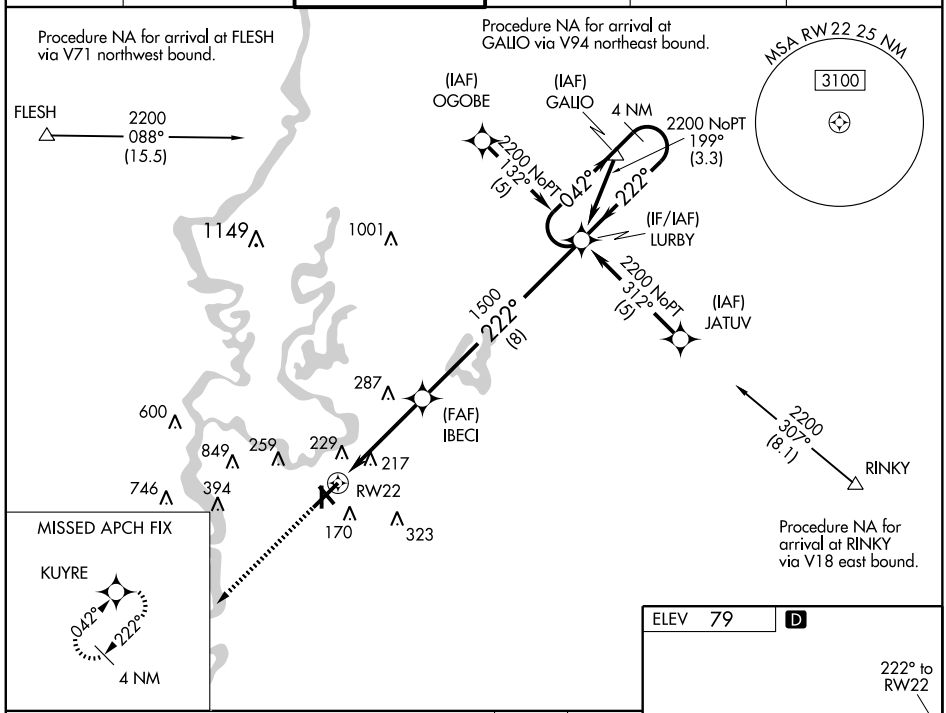
RNAV (GPS) RWY 22
MONROE RGNL (MLU)

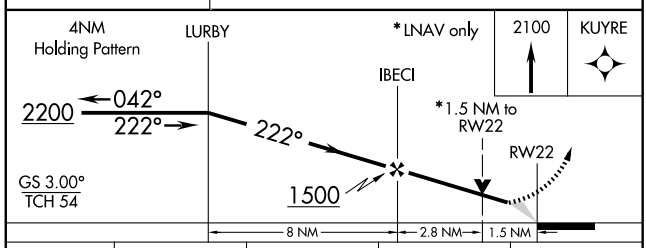
ASR: For inoperative MALSR, increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

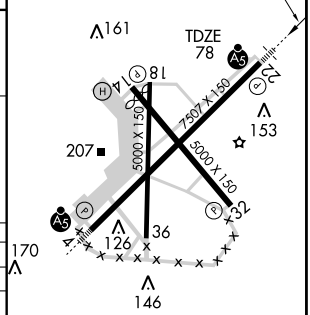
MALSR

MISSED APPROACH: Climb to 2100 direct KUYRE and hold.

ATIS	MONROE APP CON *	MONROE TOWER *	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95







CATEGORY	A	B	C	D
LPV DA	372-½ 294 (300-½)			
LNAV/VNAV DA	514-1 436 (500-1)			
LNAV MDA	600-½ 522 (600-½)		600-1 522 (600-1)	600-1¼ 522 (600-1¼)
CIRCLING	600-1 521 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

SC-4, 17 DEC 2009 to 14 JAN 2010

VORTAC MLU 117.2 Chan 119	APP CRS 034°	Rwy ldg 7507 TDZE 78 Apt Elev 79

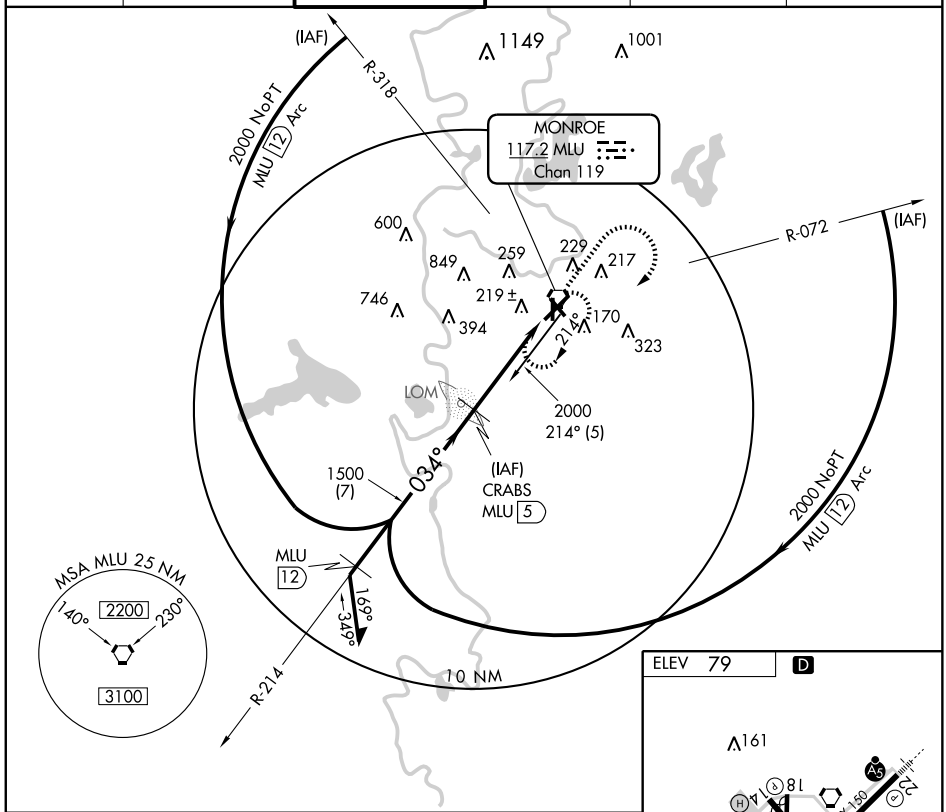
VOR/DME RWY 4
MONROE RGNL (MLU)

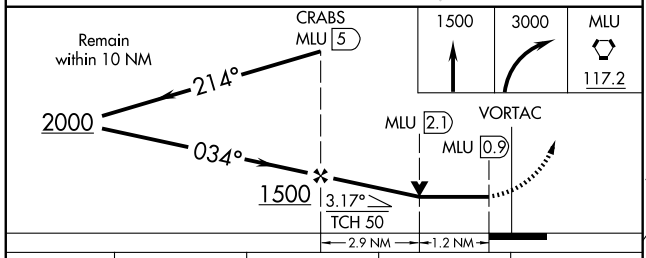
ASR

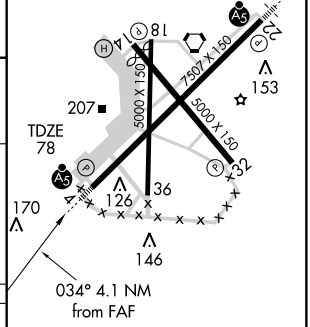
MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct MLU VORTAC and hold.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95







REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-4	520/24 442 (500-½)		520-40 442 (500-¾)	520-50 442 (500-1)
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

VORTAC MLU 117.2 Chan 119	APP CRS 240°	Rwy ldg 7507 TDZE 78 Apt Elev 79

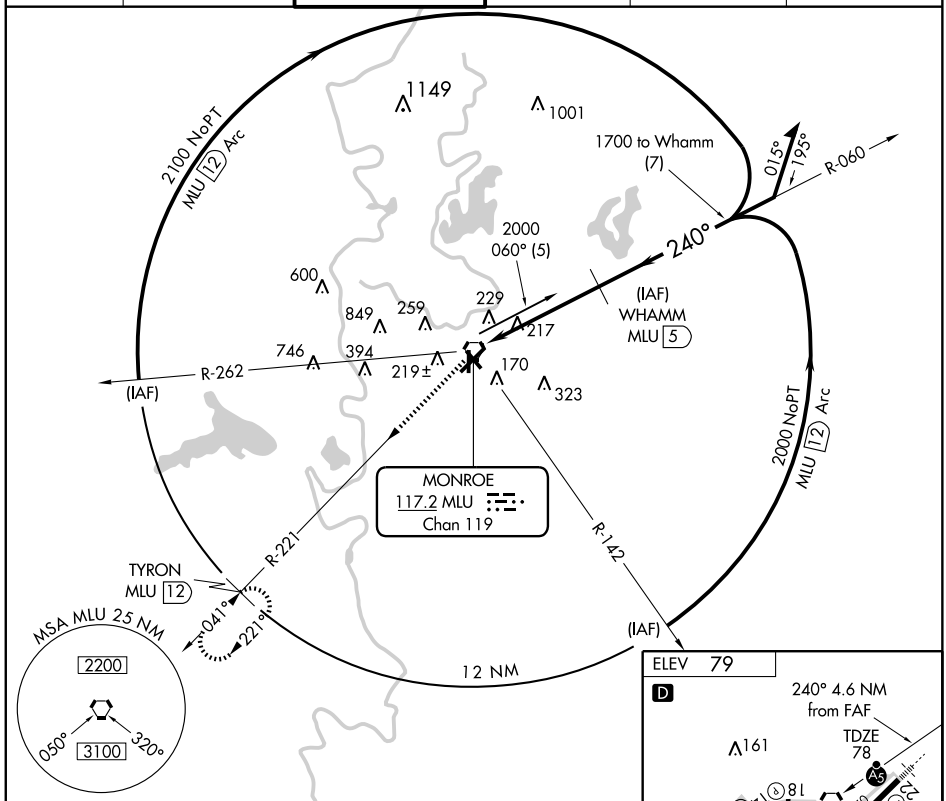
VOR/DME RWY 22
MONROE RGNL (MLU)

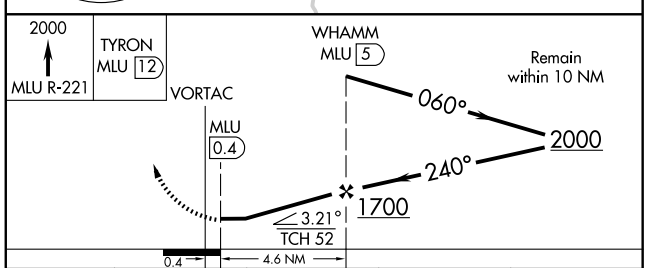
Inoperative table does not apply.
ASR

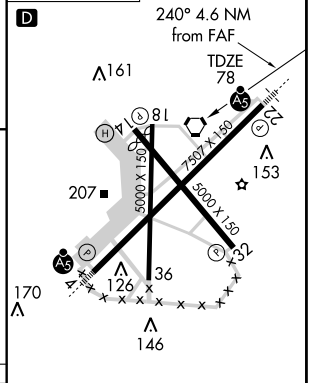
MALSR

MISSED APPROACH: Climb to 2000 via MLU R-221 to TYRON Int/12 DME and hold.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95







CATEGORY	A	B	C	D
S-22	480-1 402 (500-1)		480-1¼ 402 (500-1¼)	
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

SC-4, 17 DEC 2009 to 14 JAN 2010

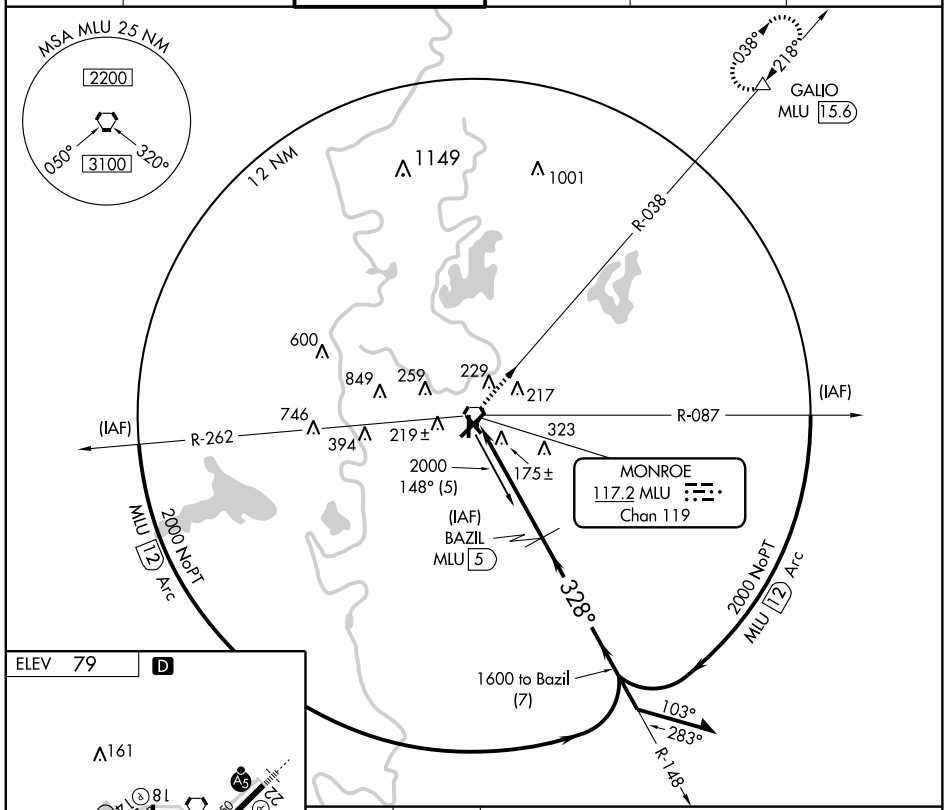
VORTAC MLU 117.2 Chan 119	APP CRS 328°	Rwy ldg 5000 TDZE 78 Apt Elev 79

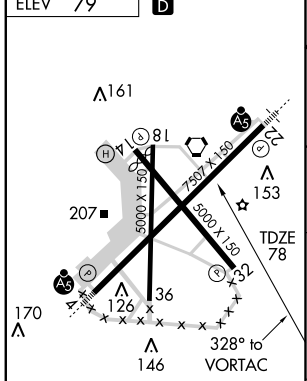
VOR/DME RWY 32
MONROE RGNL (MLU)

ASR

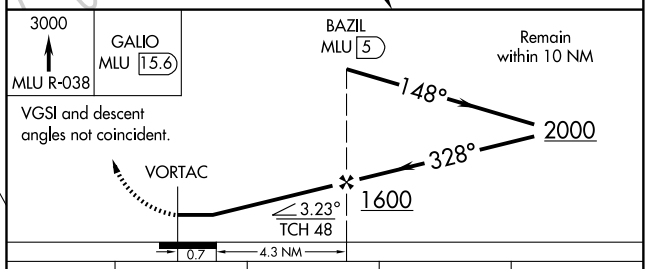
MISSED APPROACH: Climb to 3000 via MLU R-038 to GALIO Int/15.6 DME and hold.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95





REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L



CATEGORY	A	B	C	D
S-32	460-1 382 (400-1)			460-1¼ 382 (400-1¼)
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

VORTAC MLU 117.2 Chan 119	APP CRS 034°	Rwy ldg 7507 TDZE 78 Apt Elev 79

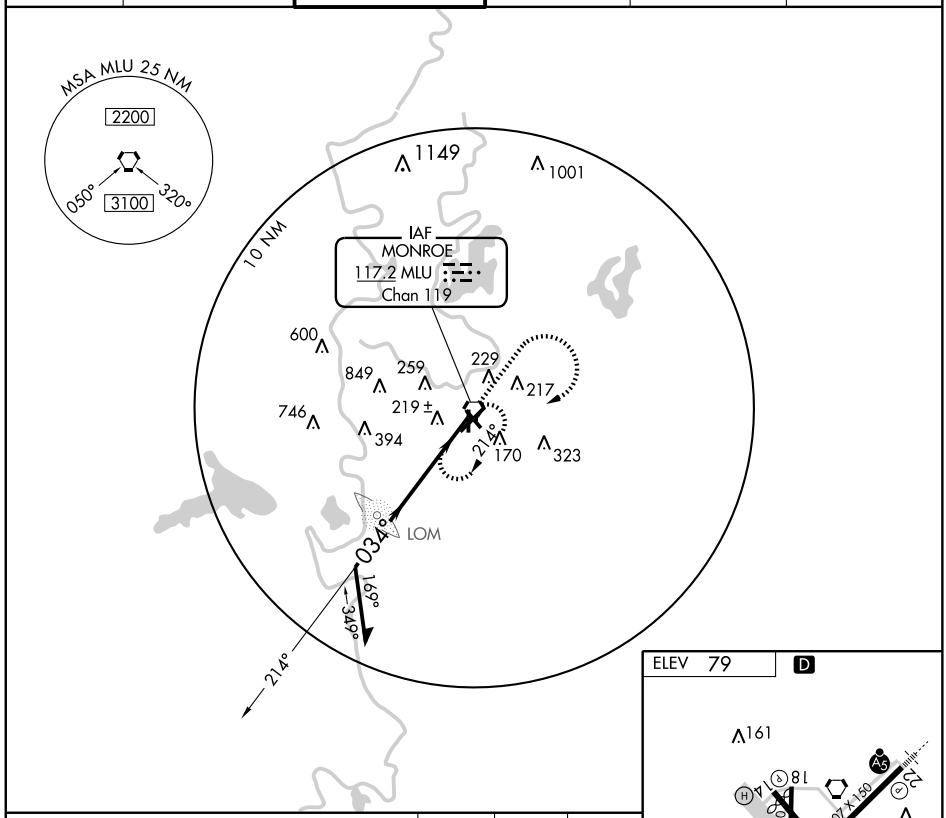
VOR RWY 4
MONROE RGNL (MLU)

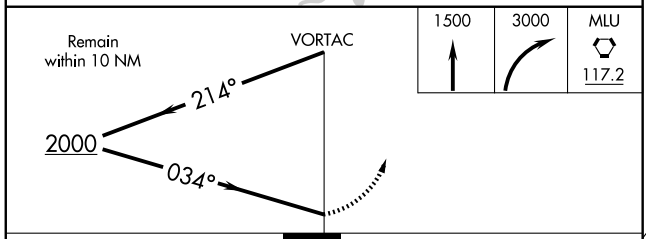
ASR

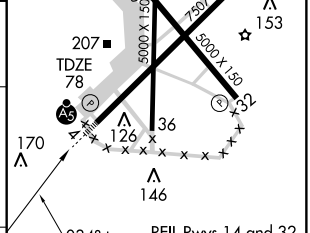
MALSR

MISSED APPROACH: Climb to 1500 then right climbing turn to 3000 direct MLU VORTAC and hold.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95







CATEGORY	A	B	C	D
S-4	600/24 522 (600-½)		600-50 522 (600-1)	600-60 522 (600-1¼)
CIRCLING	600-1 521 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

VORTAC MLU 117.2 Chan 119	APP CRS 237°	Rwy ldg 7507 TDZE 78 Apt Elev 79

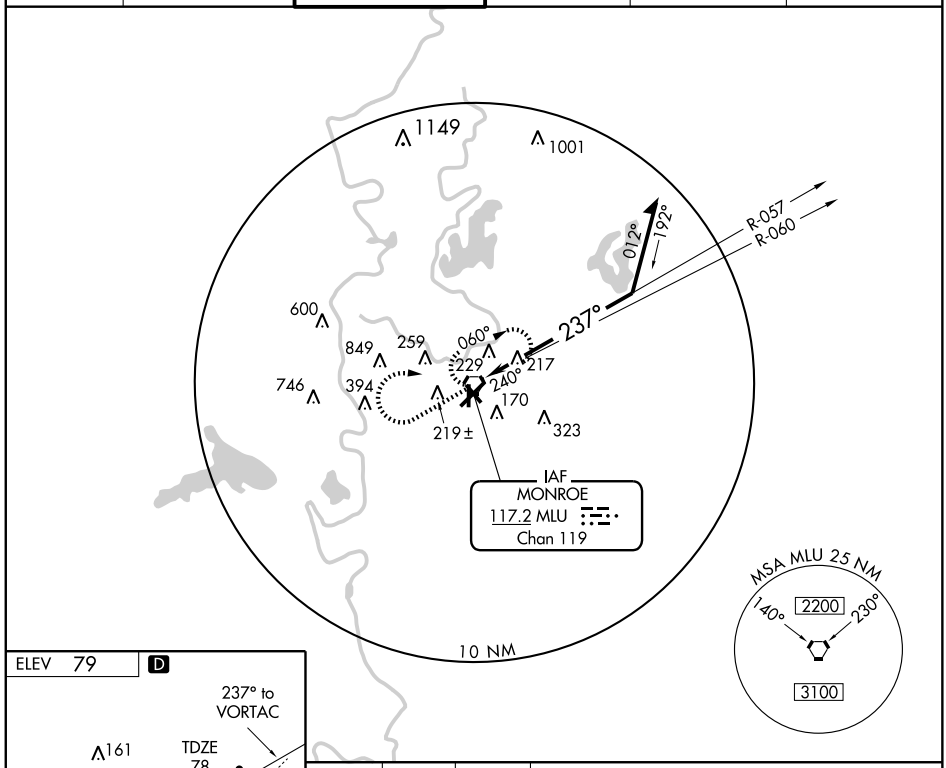
VOR RWY 22
MONROE RGNL (MLU)

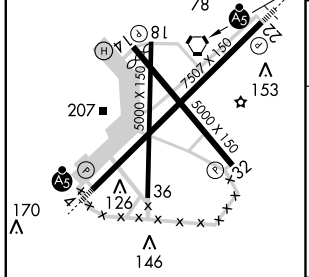
ASR: For inoperative MALSR increase S-22 Cat A and B visibility to 1 mile.

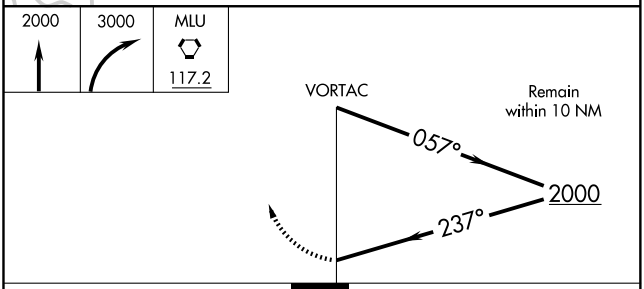
MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct MLU VORTAC and hold.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	126.9 307.9	118.9 (CTAF) L 257.8	121.9	121.65	122.95







REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-22	640-¾ 562 (600-¾)		640-1 562 (600-1)	640-1¾ 562 (600-1¾)
CIRCLING	640-1 561 (600-1)		640-1½ 561 (600-1½)	640-2 561 (600-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

LOC I-IER	APP CRS	Rwy ldg	5003
110.5	342°	TDZE	121
		Apt Elev	121

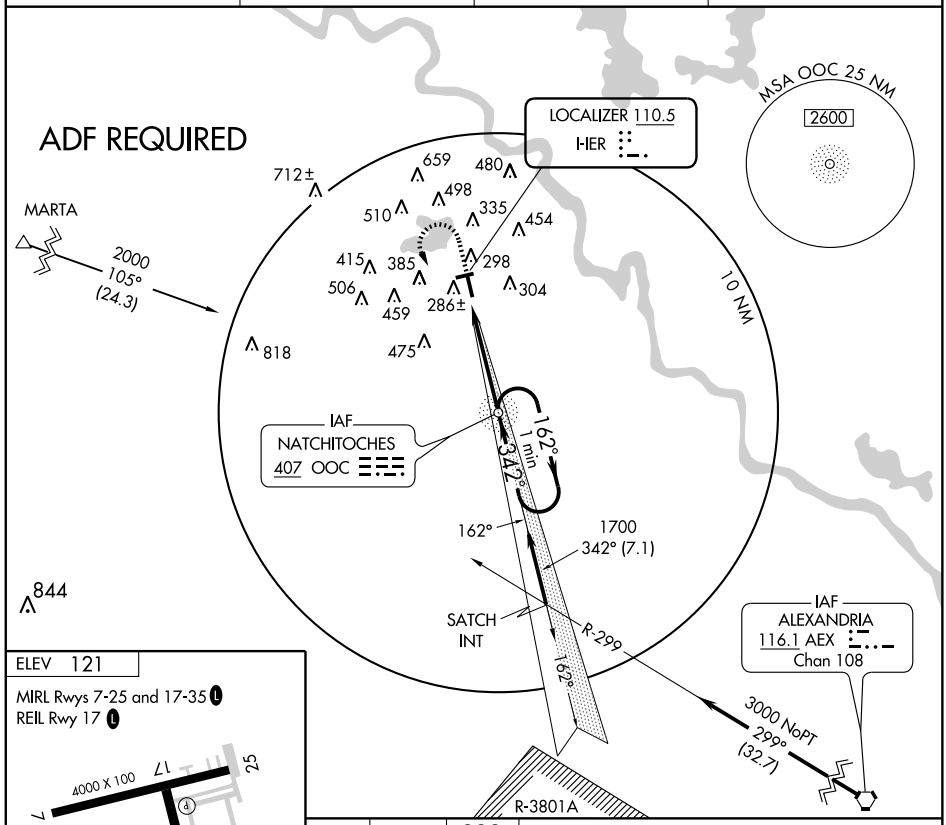
LOC RWY 35
NATCHITOCHES RGNL (IER)

NA

ODALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.

AWOS-3	POLK APP CON	GCO	UNICOM
119.025	125.4 302.2	135.075	122.8 (CTAF) L

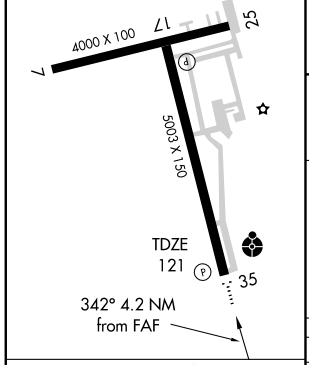


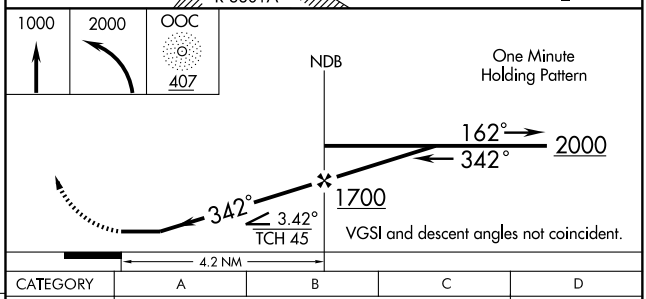
SC-4, 17 DEC 2009 to 14 JAN 2010

ELEV 121

MIRL Rwys 7-25 and 17-35 L

REIL Rwy 17 L





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-35	500-¾ 379 (400-¾)			NA
CIRCLING	740-1 619 (700-1)		740-1¾ 619 (700-1¾)	NA

NDB OOC	APP CRS	Rwy ldg	5003
407	343°	TDZE	121
		Apt Elev	121

NDB RWY 35

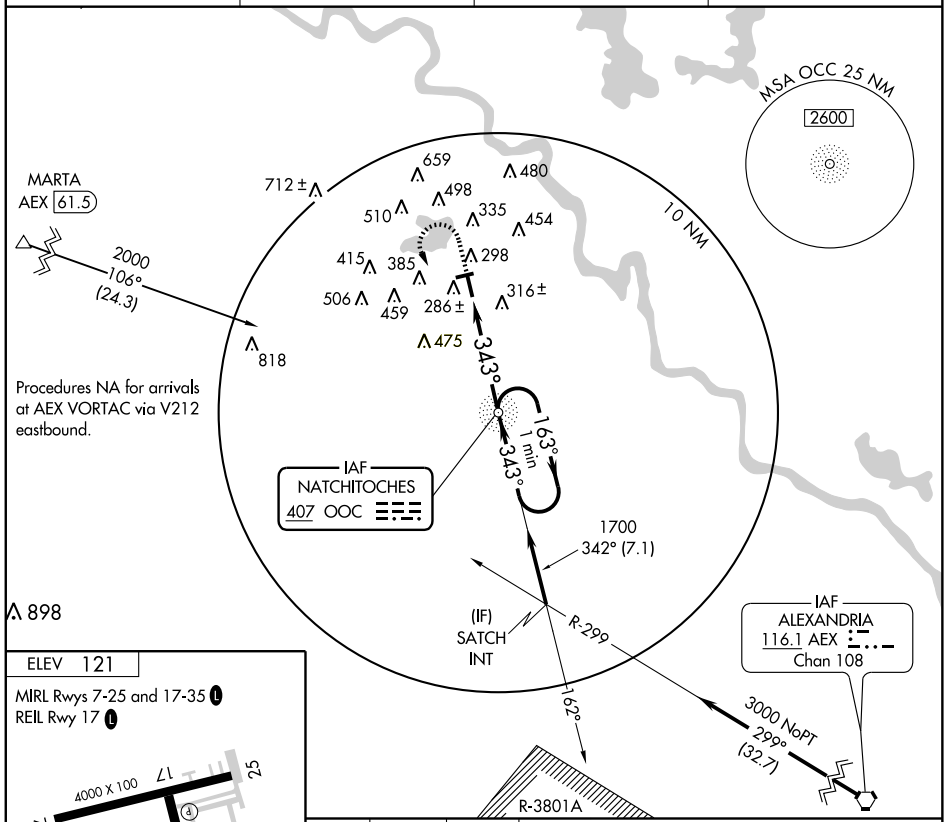
NATCHITOCHES RGNL (IER)

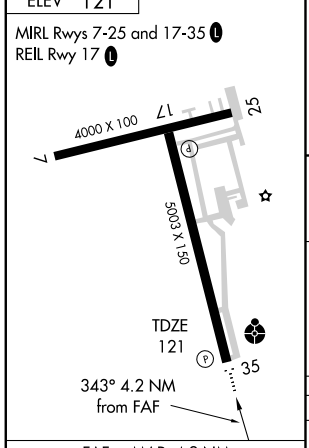
Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all MDA 100 feet and S-35/Circling Cat C visibility to 2 miles.

ODALS

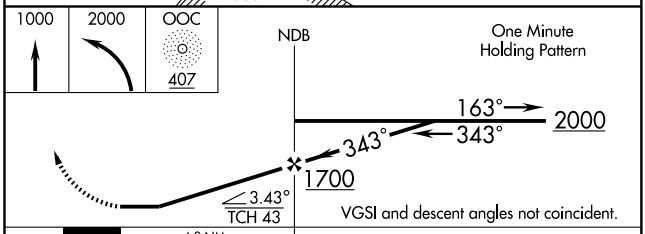
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.

AWOS-3	POLK APP CON	GCO	UNICOM
119.025	125.4 302.2	135.075	122.8 (CTAF) L





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-35	720-1 599 (600-1)		720-1½ 599 (600-1½)	NA
CIRCLING	740-1 619 (700-1)		740-1¾ 619 (700-1¾)	NA

SC-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 77810 W17A	APP CRS 162°	Rwy ldg 5003 TDZE 117 Apt Elev 121

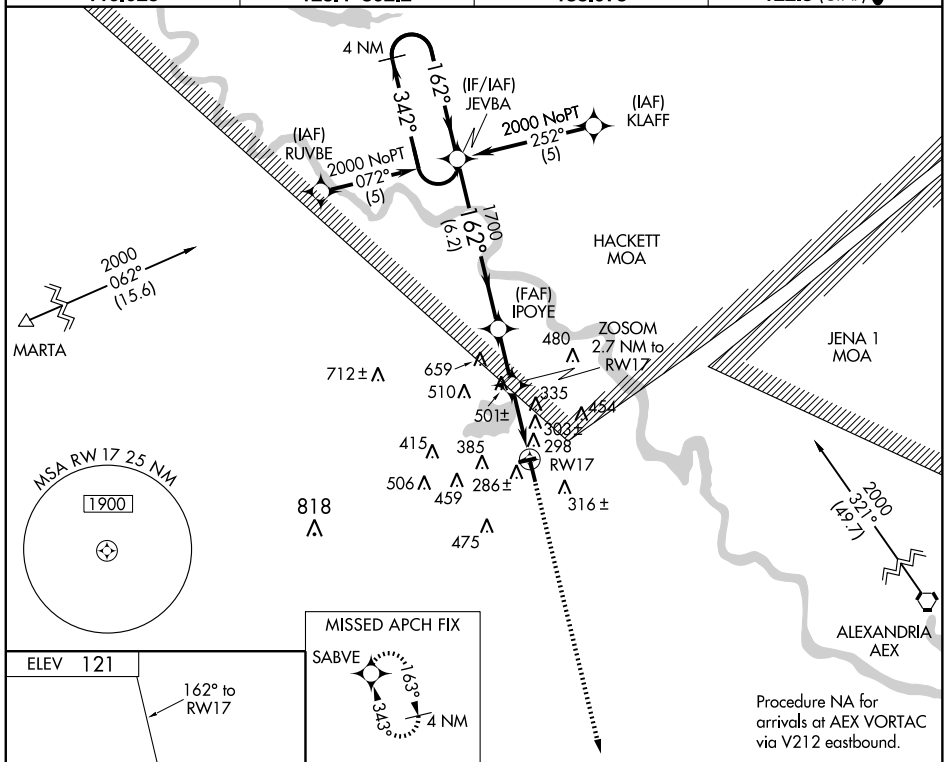
RNAV (GPS) RWY 17
NATCHITOCHES RGNL (IER)

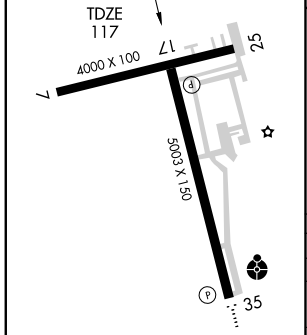
Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA/MDA 100 feet and all visibilities ½ mile.

NA

MISSED APPROACH: Climb to 2000 direct SABVE and hold.

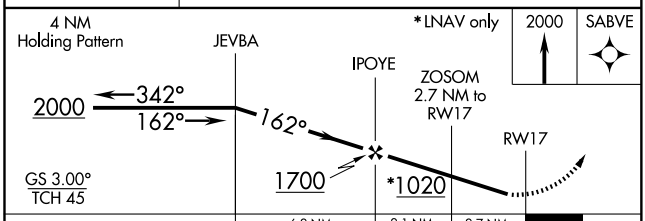
AWOS-3	POLK APP CON	GCO	UNICOM
119.025	125.4 302.2	135.075	122.8 (CTAF) L





REIL Rwy 17 L

MIRL Rwys 7-25 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	420-1 303 (300-1)			NA
LNAV/VNAV DA	657-2 540 (600-2)			NA
LNAV MDA	760-1 643 (700-1)		760-1¾ 643 (700-1¾)	NA
CIRCLING	760-1 639 (700-1)		760-1¾ 639 (700-1¾)	NA

SC-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 86510 W35A	APP CRS 342°	Rwy ldg 5003 TDZE 121 Apt Elev 121

RNAV (GPS) RWY 35
NATCHITOCHES RGNL (IER)

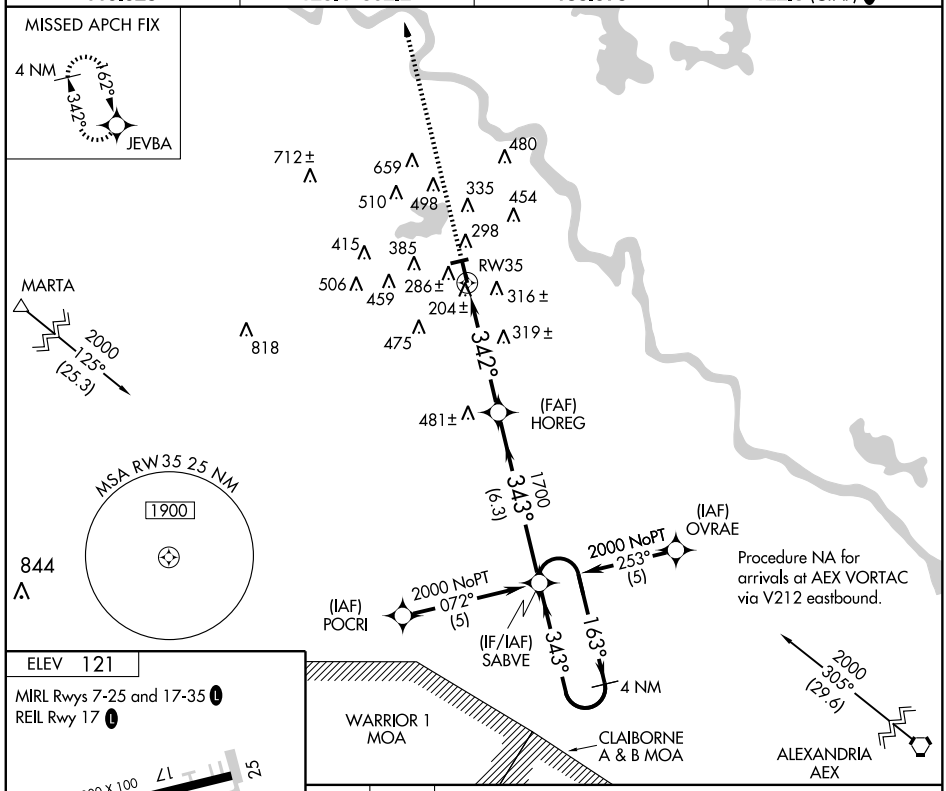
Inoperative table does not apply. Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 91 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cat C and circling Cat C visibility ¼ mile.

NA

ODALS

MISSED APPROACH: Climb to 2000 direct JEVBA and hold.

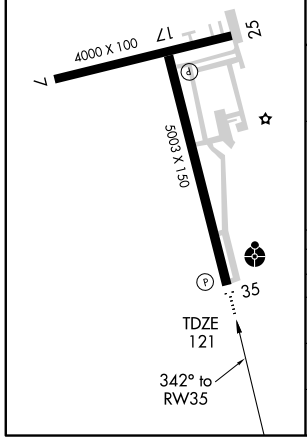
AWOS-3	POLK APP CON	GCO	UNICOM
119.025	125.4 302.2	135.075	122.8 (CTAF) L

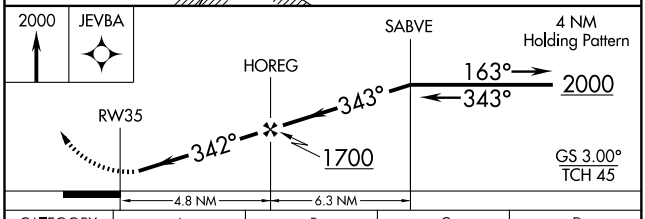


ELEV 121

MIRL Rwys 7-25 and 17-35 L

REIL Rwy 17 L





CATEGORY	A	B	C	D
LPV DA	371-1 250 (300-1)			NA
LNAV/VNAV DA	618-1¾ 497 (500-1¾)			NA
LNAV MDA	620-1 499 (500-1)		620-1¼ 499 (500-1¼)	NA
CIRCLING	680-1 559 (600-1)	740-1 619 (700-1)	740-1¾ 619 (700-1¾)	NA

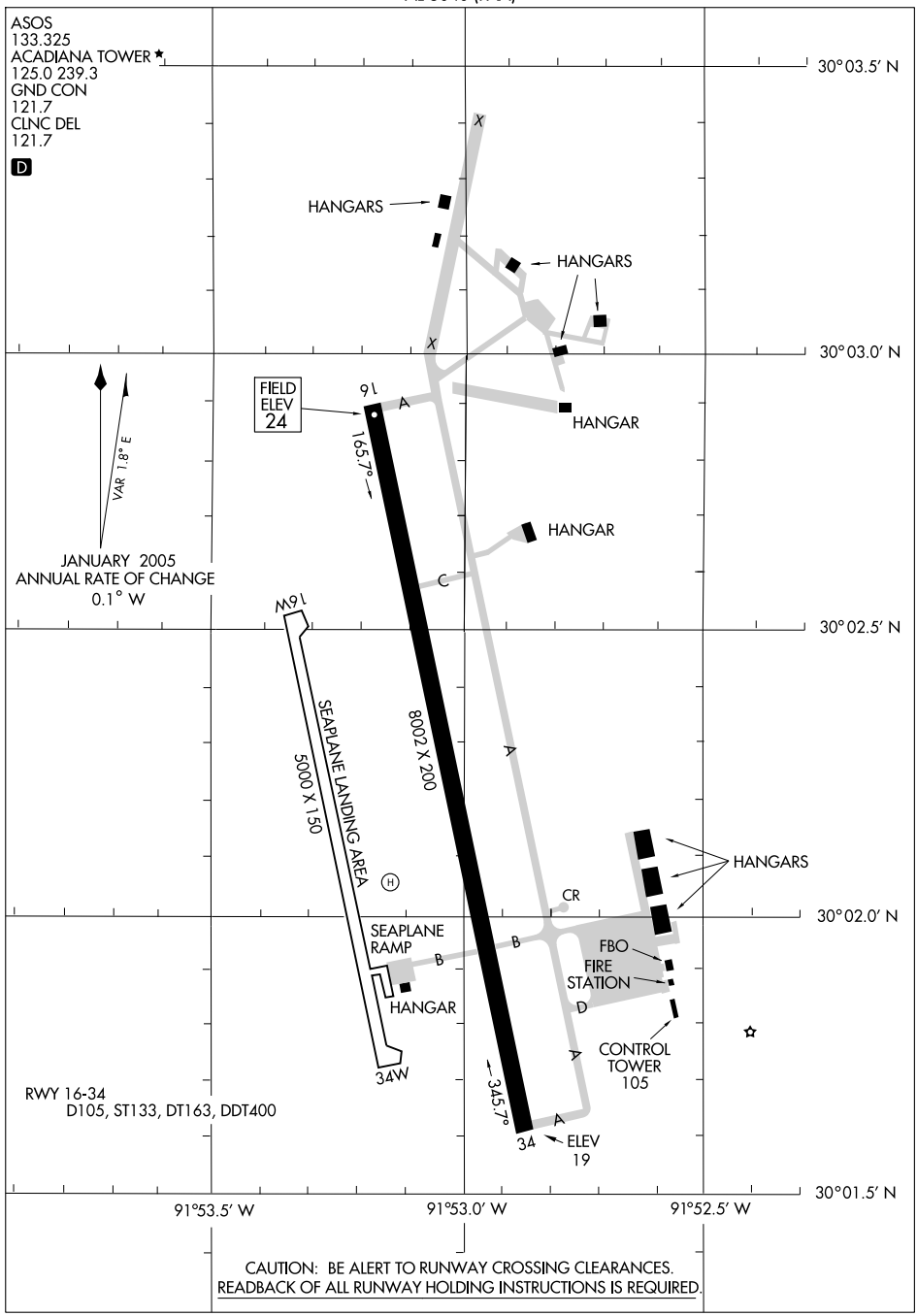
SC-4, 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-5040 (FAA)

NEW IBERIA/ACADIANA RGNL (ARA)

NEW IBERIA, LOUSIANA



SC-4, 17 DEC 2009 to 14 JAN 2010

LOC I-ARA	APP CRS	Rwy ldg	8002
108.9	345°	TDZE	21
		Apt Elev	24

ILS RWY 34

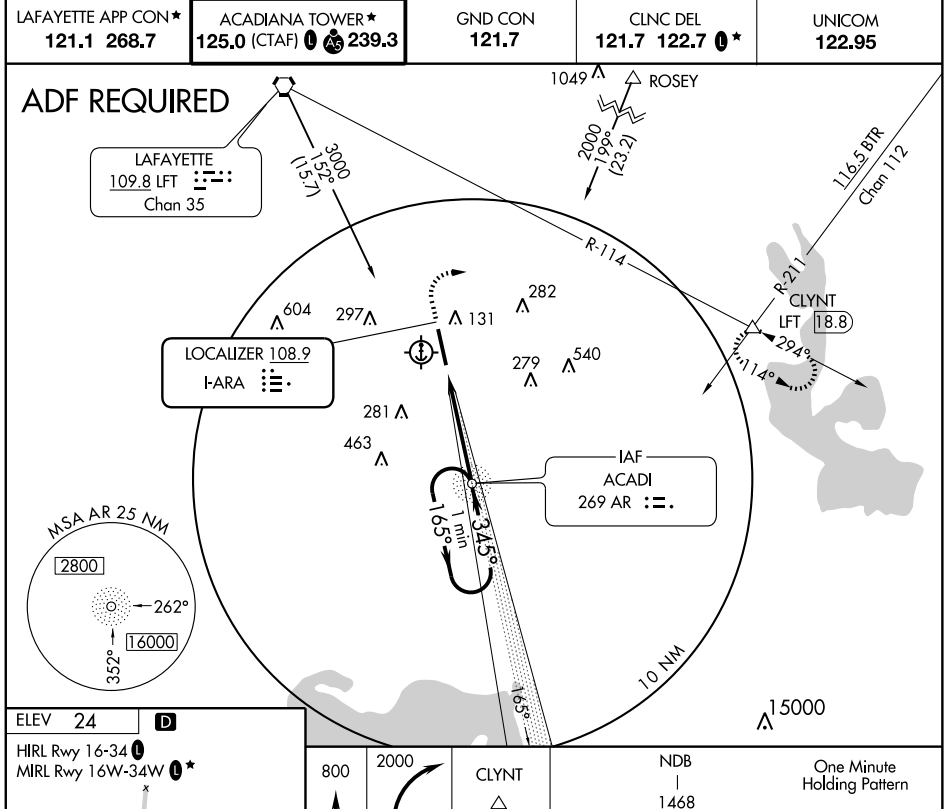
NEW IBERIA/ACADIANA RGNL (ARA)

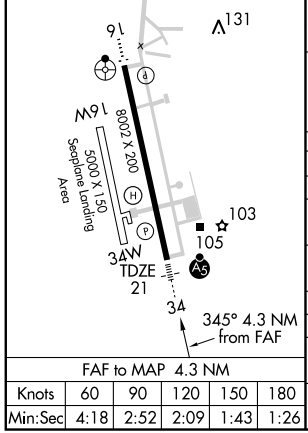
When control tower closed, use Lafayette Rgnl altimeter setting.

MALSR

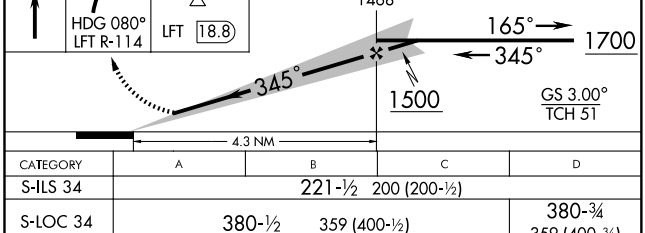
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 080° and LFT R-114 to CLYNT Int/LFT 18.8 DME and hold.

LAFAYETTE APP CON ★	ACADIANA TOWER ★	GND CON	CLNC DEL	UNICOM
121.1 268.7	125.0 (CTAF) L 239.3	121.7	121.7 122.7 L ★	122.95





FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-ILS 34	221-½ 200 (200-½)			
S-LOC 34	380-½ 359 (400-½)			380-¾ 359 (400-¾)
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)
LAFAYETTE RGNL ALTIMETER SETTING MINIMUMS				
S-ILS 34	250-½ 229 (300-½)			
S-LOC 34	400-½ 379 (400-½)			400-¾ 379 (400-¾)
CIRCLING	460-1 436 (500-1)	520-1 496 (500-1)	520-1½ 496 (500-1½)	620-2 596 (600-2)

WAAS CH 82501 W16A	APP CRS 165°	Rwy ldg 8002 TDZE 24 Apt Elev 24

RNAV (GPS) RWY 16

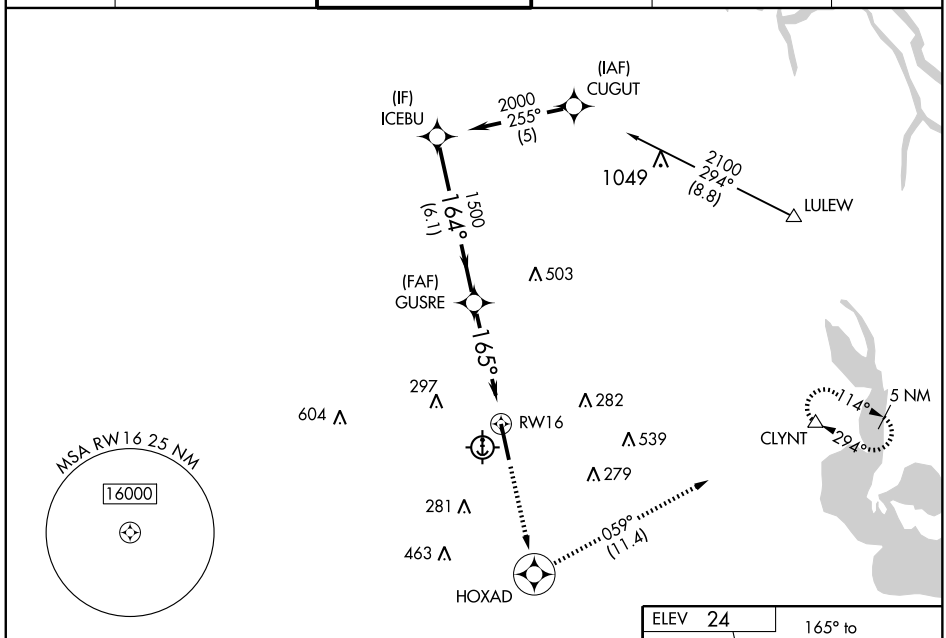
NEW IBERIA/ACADIANA RGNL (ARA)

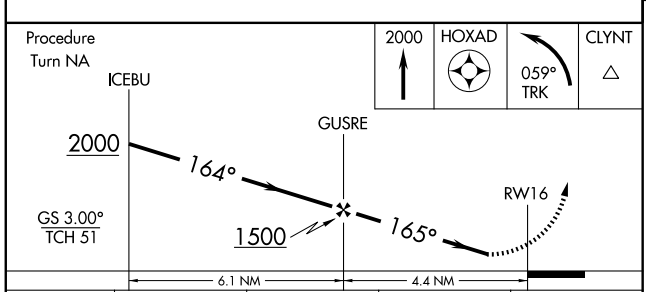
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV system, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). When local altimeter setting not received, use Lafayette altimeter setting and increase all DA/MDA 40 feet and increase visibility LNAV Cat D ¼ mile. BARO-VNAV NA when using Lafayette altimeter setting. Inoperative table does not apply.

ODALS

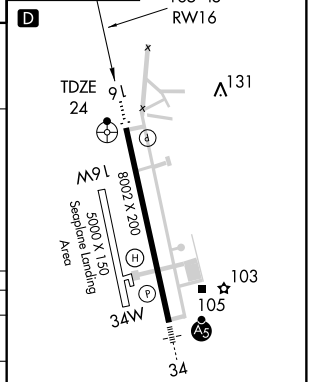
MISSED APPROACH: Climb to 2000 direct HOXAD and left turn via 059° track to CLYNT and hold.

ASOS	LAFAYETTE APP CON ★	ACADIANA TOWER ★	GND CON	CLNC DEL	UNICOM
133.325	121.1 268.7	125.0 (CTAF) L A-5 239.3	121.7	121.7 122.7 L ★	122.95





CATEGORY	A	B	C	D
LPV DA	358-1¼ 334 (400-1¼)			
LNAV/VNAV DA	355-1¼ 331 (400-1¼)			
LNAV MDA	440-1 416 (500-1)		440-1¼ 416 (500-1¼)	
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)



HIRL Rwy 16-34 L

MIRL Rwy 16W-34W L ★

SC-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 40301 W34A	APP CRS 345°	Rwy ldg 8002 TDZE 21 Apt Elev 24

RNAV (GPS) RWY 34

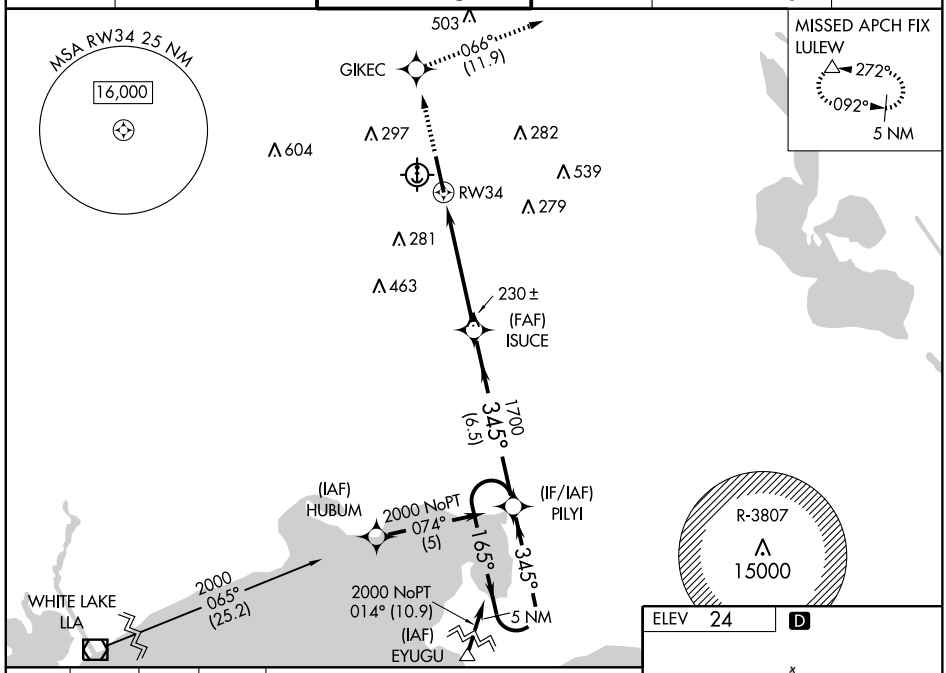
NEW IBERIA/ACADIANA RGNL (ARA)

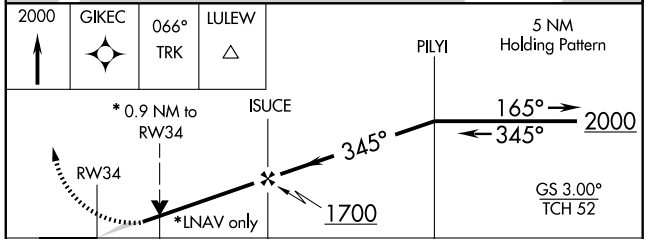
DME/DME RNP-0.3 NA. BARO-VNAV and VDP NA when using Lafayette altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). If local altimeter setting not received, use Lafayette altimeter setting and increase all DAs/MDAs 40 feet. For inoperative MALSR increase LPV all Cats visibility to ¾, and LNAV/VNAV Cat D to 1. Inoperative table does not apply to LNAV Cat D.

MALSR

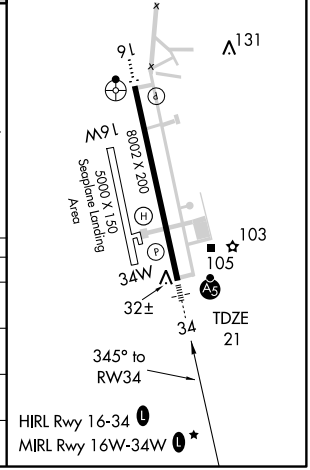
MISSED APPROACH: Climb to 2000 direct GIKEC and via 066° track to LULEW and hold.

ASOS	LAFAYETTE APP CON ★	ACADIANA TOWER ★	GND CON	CLNC DEL	UNICOM
133.325	121.1 268.7	125.0 (CTAF) L A5 239.3	121.7	121.7 122.7 L ★	122.95





CATEGORY	A	B	C	D
LPV DA	271-½ 250 (300-½)			
LNAV/VNAV DA	310-½ 289 (300-½)			310-¾ 289 (300-¾)
LNAV MDA	360-½ 339 (400-½)			360-1 339 (400-1)
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)



VORTAC LFT	APP CRS	Rwy ldg	8002
109.8	328°	TDZE	21
Chan 35		Apt Elev	24

VOR/DME RWY 34

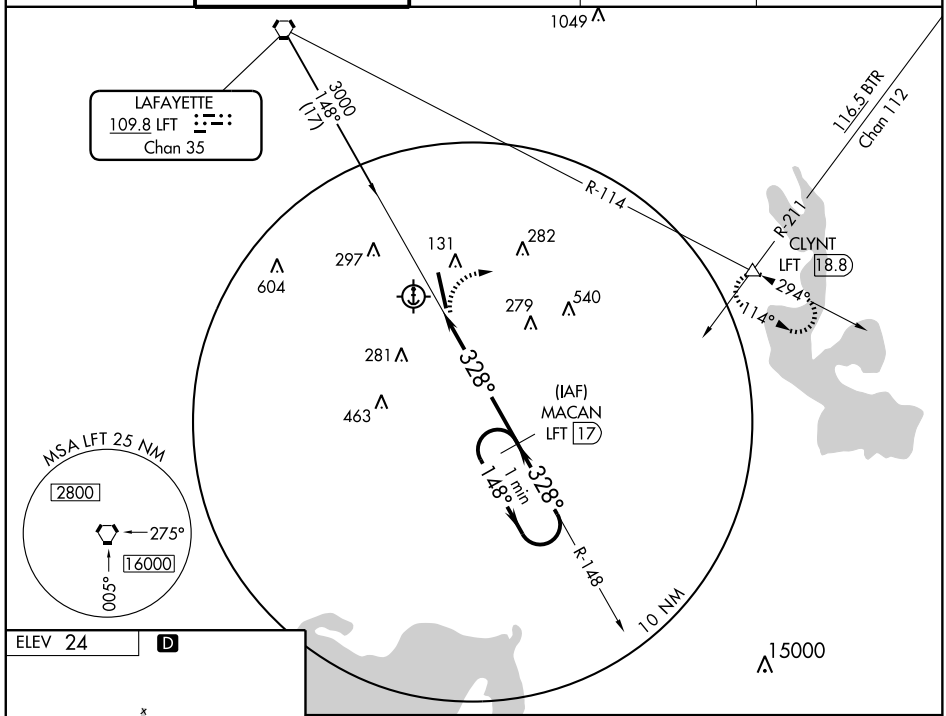
NEW IBERIA/ACADIANA RGNL (ARA)

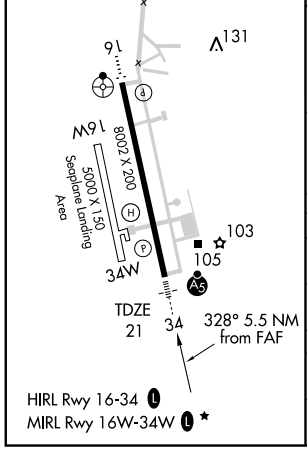
When control tower closed, use Lafayette Rgnl altimeter setting. Local altimeter setting: S-34 inoperative table does not apply to Cat D. Lafayette Rgnl setting altimeter setting minimum: For inoperative MALSR increase S-34 Cats A/B visibility to 1. Inoperative table does not apply to Cat D.

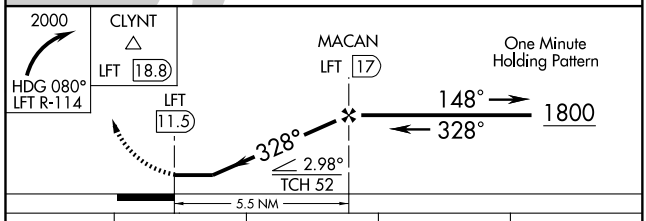
MALSR A5

MISSED APPROACH: Climbing right turn to 2000 via heading 080° and LFT R-114 to CLYNT Int/LFT 18.8 DME and hold.

LAFAYETTE APP CON ★	ACADIANA TOWER ★	GND CON	CLNC DEL	UNICOM
121.1 268.7	125.0 (CTAF) L A5 239.3	121.7	121.7 122.7 L ★	122.95







CATEGORY	A	B	C	D
S-34	500-½	479 (500-½)	500-¾ 479 (500-¾)	500-1½ 479 (500-1½)
CIRCLING	500-1	476 (500-1)	500-1½ 476 (500-1½)	580-2 556 (600-2)
LAFAYETTE RGNL ALTIMETER SETTING MINIMUMS				
S-34	520-¾	499 (500-¾)		520-1½ 499 (500-1½)
CIRCLING	520-1	496 (500-1)	520-1½ 496 (500-1½)	620-2 596 (600-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

VORTAC LFT	APP CRS	Rwy ldg	8002
109.8	145°	TDZE	24
Chan 35		Apt Elev	24

VOR or TACAN RWY 16

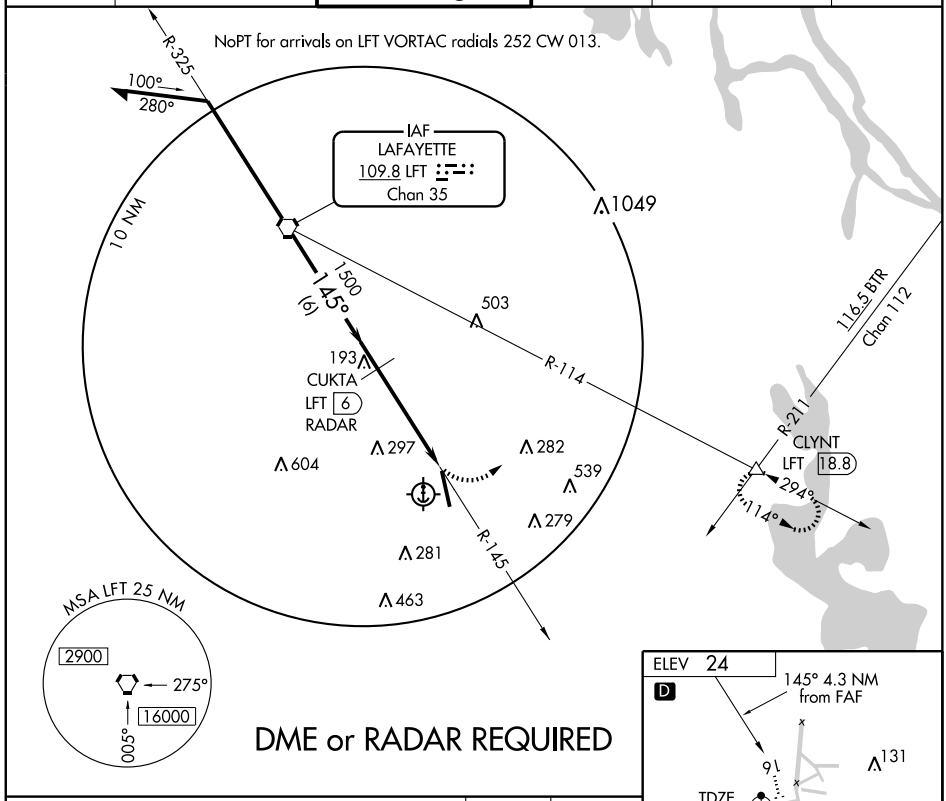
NEW IBERIA/ACADIANA RGNL (ARA)

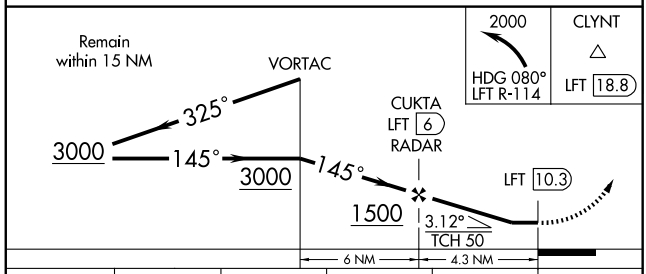
Visibility reduction by helicopters NA. DME or RADAR required. When local altimeter setting not received, use Lafayette altimeter setting and increase all MDA 40 feet and increase visibility S-16 Cat D ¼ mile. Inoperative table does not apply.

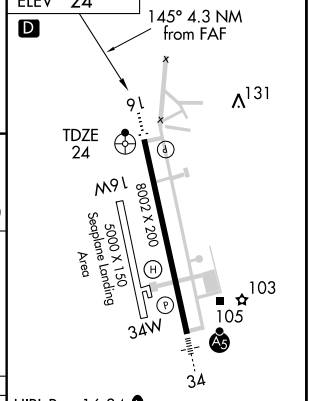
ODALS

MISSED APPROACH: Climbing left turn to 2000 via heading 080° and LFT R-114 to CLYNT Int/18.8 DME and hold.

ASOS	LAFAYETTE APP CON ★	ACADIANA TOWER ★	GND CON	CLNC DEL	UNICOM
133.325	121.1 268.7	125.0 (CTAF) L A/S 239.3	121.7	121.7 122.7 L ★	122.95







HIRL Rwy 16-34 L
MIRL Rwy 16W-34W L ★

CATEGORY	A	B	C	D	E
S-16	440-1 416 (500-1)		440-1¼ 416 (500-1¼)	440-1½ 416 (500-1½)	
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)	840-3 816 (900-3)

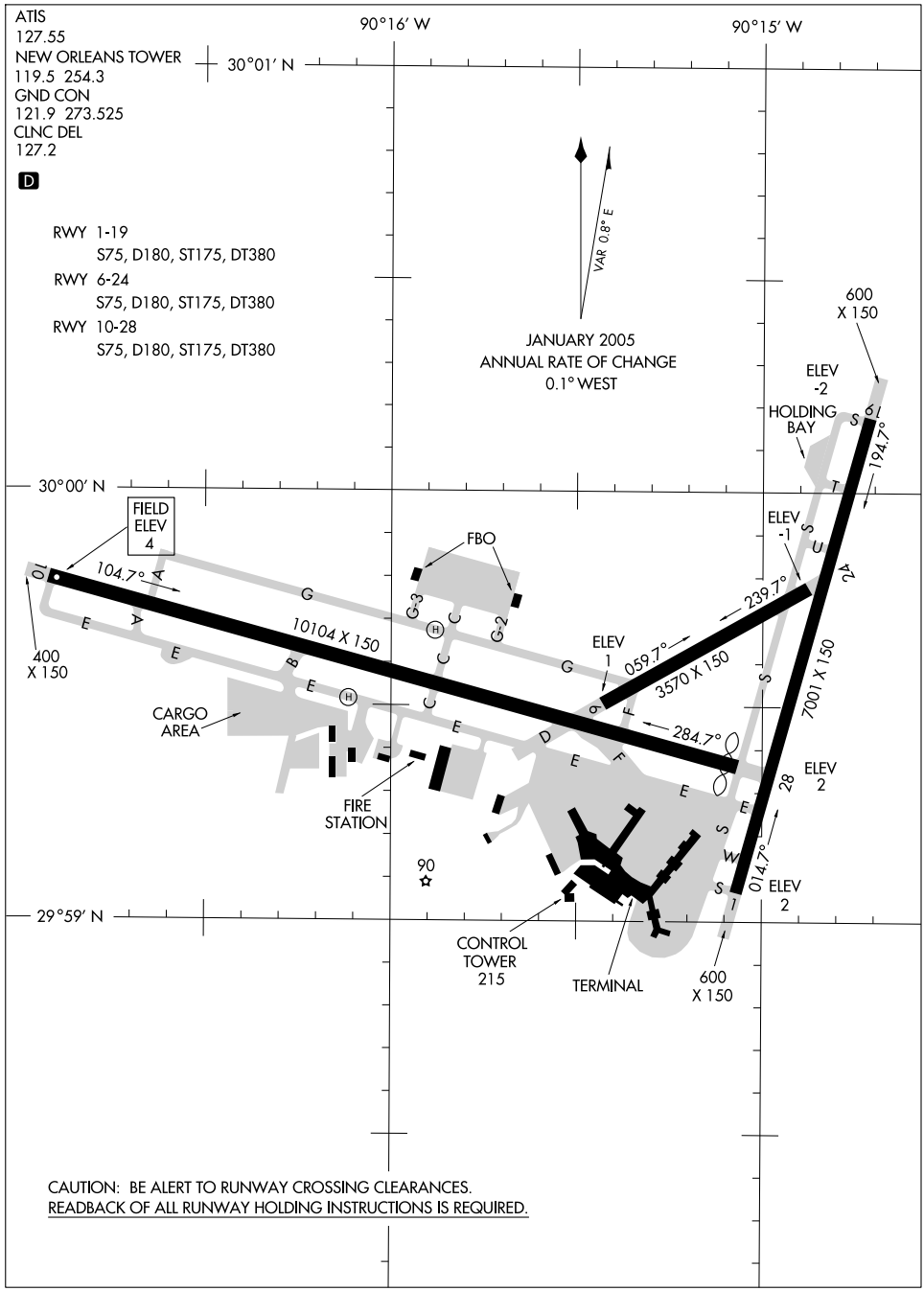
FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-4, 17 DEC 2009 to 14 JAN 2010

09351

AIRPORT DIAGRAM

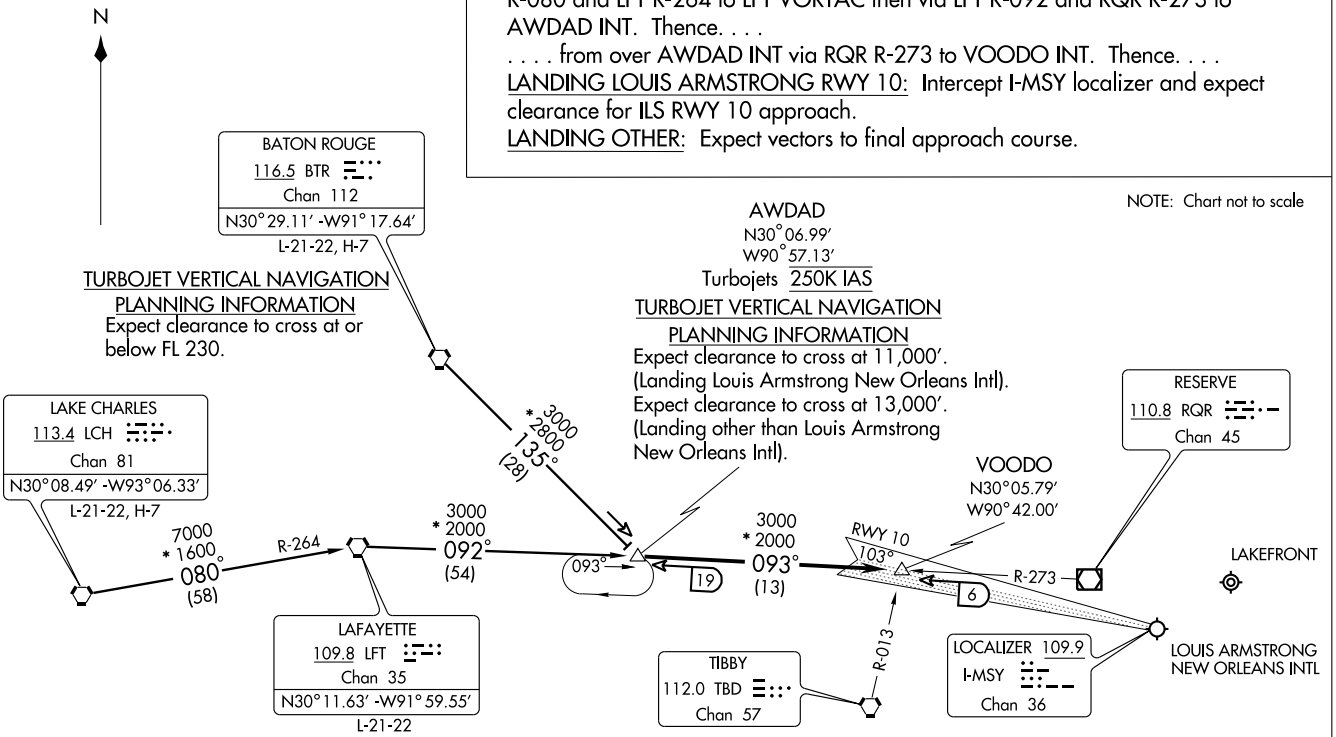
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
AL-609 (FAA)
NEW ORLEANS, LOUISIANA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NEW ORLEANS APP CON
125.5 350.35
LOUIS ARMSTRONG NEW ORLEANS INTL ATIS
127.55

BATON ROUGE TRANSITION (BTR.AWDAD6): From over BTR VORTAC via BTR R-135 to AWDAD INT. Thence. . . .
LAFAYETTE TRANSITION (LFT.AWDAD6): From over LFT VOTRAC via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . . .
LAKE CHARLES TRANSITION (LCH.AWDAD6): From over LCH VORTAC via LCH R-080 and LFT R-264 to LFT VORTAC then via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . . .
. . . . from over AWDAD INT via RQR R-273 to VOODO INT. Thence. . . .
LANDING LOUIS ARMSTRONG RWY 10: Intercept I-MSY localizer and expect clearance for ILS RWY 10 approach.
LANDING OTHER: Expect vectors to final approach course.



AWDAD SIX ARRIVAL

(AWDAD. AWDAD6) 08045

ST-609 (FAA)

NEW ORLEANS, LOUISIANA

LOC/DME I-JFI	APP CRS	Rwy ldg	7001
111.7	013°	TDZE	3
Chan 54		Apt Elev	4

ILS or LOC RWY 1

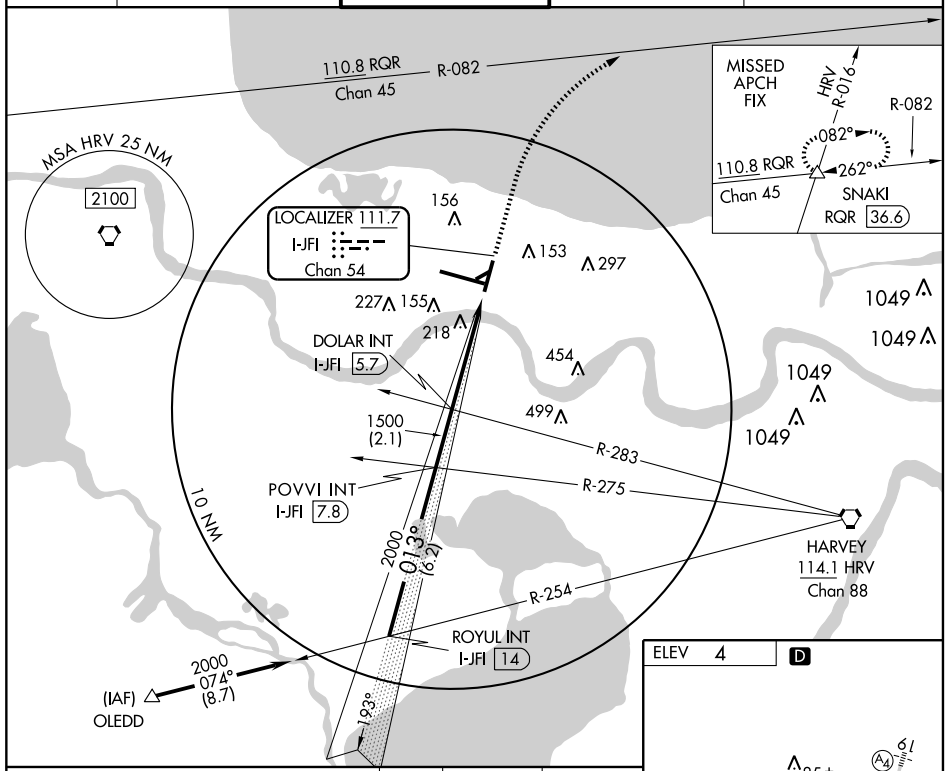
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

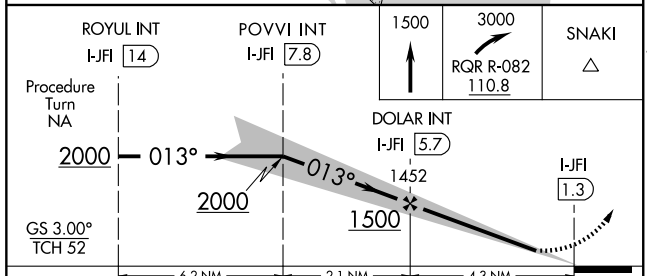
ASR

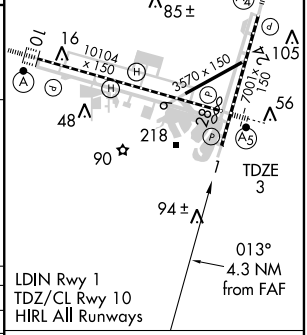
Autopilot coupled approach NA below 636.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via RQR R-082 to SNAKI Int/RQR 36.6 DME and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2







CATEGORY	A	B	C	D
S-ILS 1	381/60 378 (400-1¼)			
S-LOC 1	420/50 417 (500-1)		420/60 417 (500-1¼)	
CIRCLING	520-1¼ 516 (600-1¼)		520-1½ 516 (600-1½)	580-2 576 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

LOC I-MSY 109.9 Chan 36	APP CRS 103°	Rwy ldg 10104 TDZE 4 Apt Elev 4

ILS or LOC RWY 10

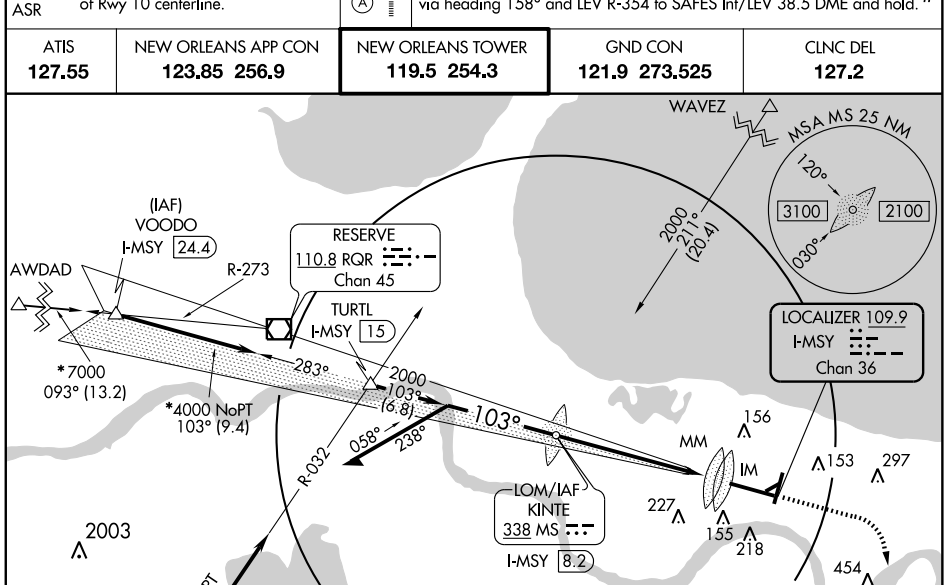
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ASR: # 49 MSL pole located 793 feet right of Rwy 10 centerline.

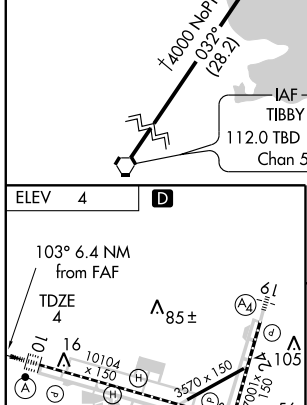
ALSF2

MISSED APPROACH: Climb to 800, then climbing right turn to 2000 via heading 158° and LEV R-354 to SAFES Int/LEV 38.5 DME and hold. #

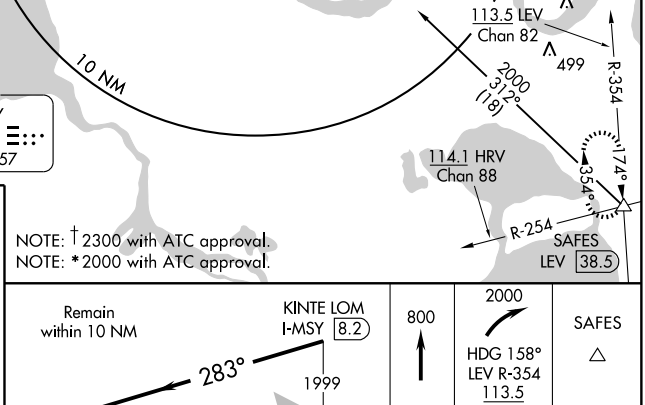
ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2



NOTE: † 2300 with ATC approval.
NOTE: * 2000 with ATC approval.



FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08



CATEGORY	A	B	C	D
S-ILS 10	204/18 200 (200-½)			
S-LOC 10	360/24 356 (400-½)			360/40 356 (400-¾)
CIRCLING	520-1 516 (600-1)		520-1½ 516 (600-1½)	580-2 576 (600-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

NEW ORLEANS, LOUISIANA

LOC/DME I-HOX	APP CRS	Rwy ldg	9800
109.9	283°	TDZE	3
Chan 36		Apt Elev	4

NEW ORLEANS/

ILS or LOC RWY 28

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

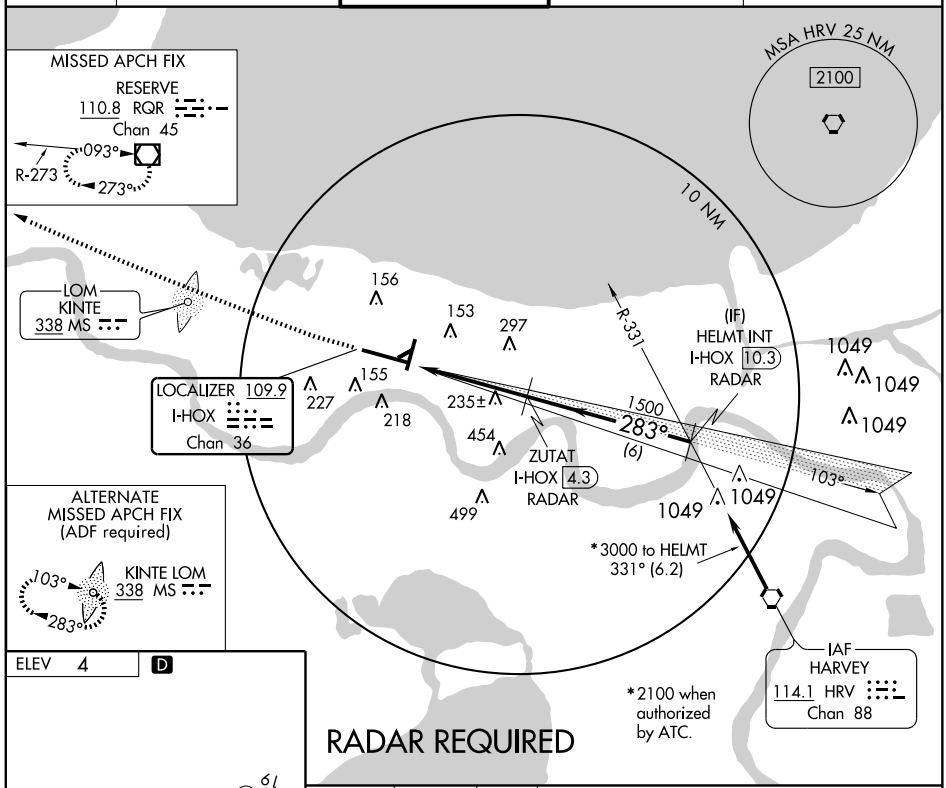
ASR

DME or RADAR required. Autopilot coupled approach NA below 620 MSL.

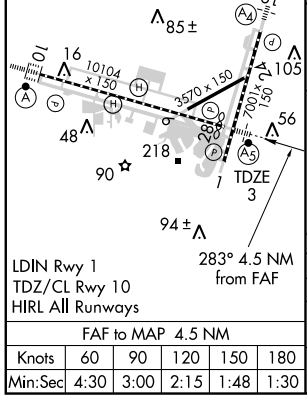
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct RQR VOR/DME and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2

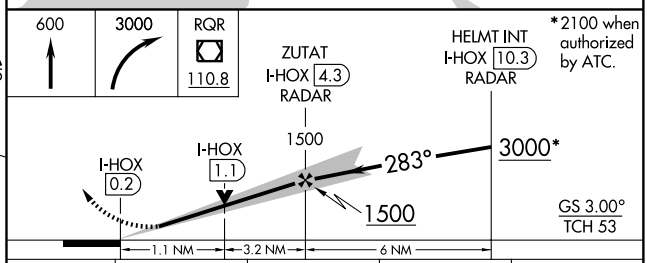


ELEV 4 D



LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

FAF to MAP 4.5 NM				
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-ILS 28	203/24 200 (200-½)			
S-LOC 28	440/24 437 (500-½)		440/40 437 (500-¾)	440/50 437 (500-1)
CIRCLING	520-1 516 (600-1)		520-1½ 516 (600-1½)	580-2 576 (600-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

LOC I-MSY 109.9 Chan 36	APP CRS 103°	Rwy ldg 10104 TDZE 4 Apt Elev 4

ILS RWY 10 (CAT II)

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

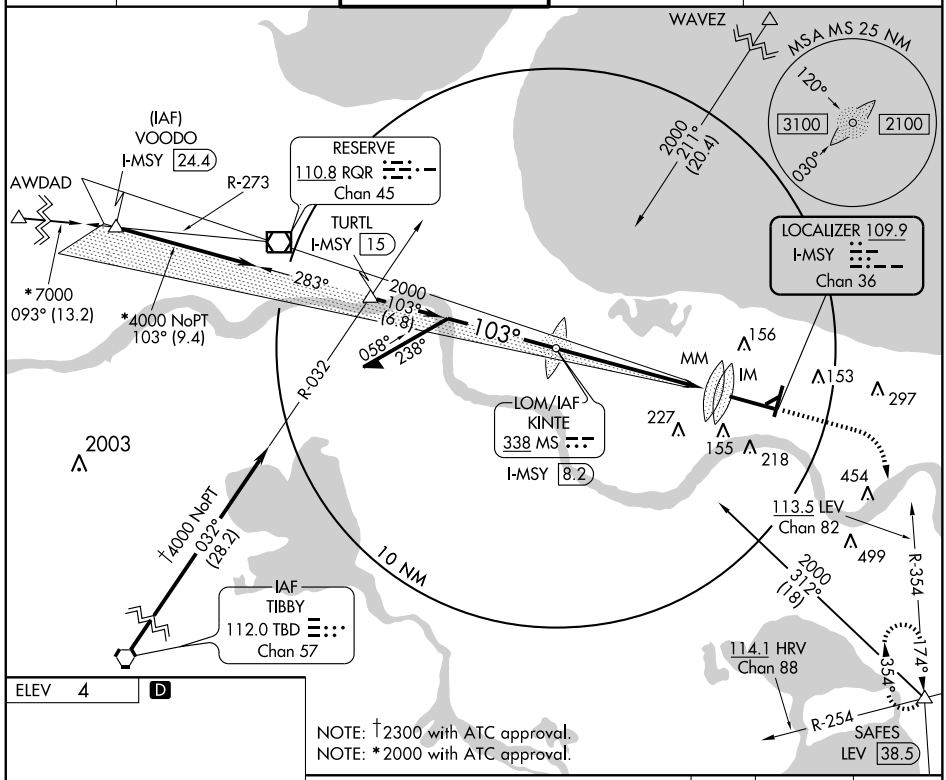
ASR

#49 MSL pole located 793 feet right of Rwy 10 centerline.

ALSF2

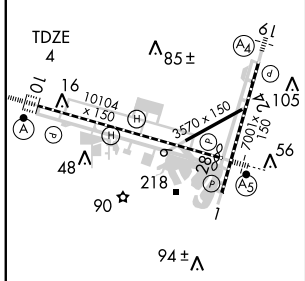
MISSED APPROACH: Climb to 800, then climbing right turn to 2000 via heading 158° and LEV R-354 to SAFES Int/LEV 38.5 DME and hold. #

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2

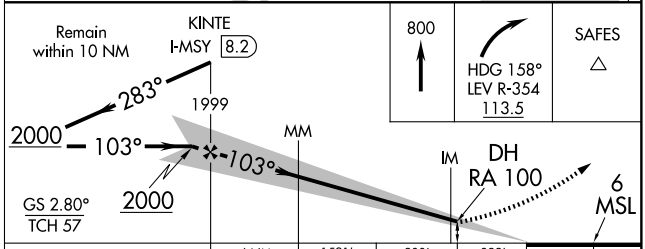


NOTE: †2300 with ATC approval.
NOTE: *2000 with ATC approval.

ELEV 4 D



LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways



CATEGORY	A	B	C	D
S-ILS 10	RA 100/12 100 DA 104			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-4, 17 DEC 2009 to 14 JAN 2010

LOC I-MSY 109.9 Chan 36	APP CRS 103°	Rwy ldg 10104 TDZE 4 Apt Elev 4

ILS RWY 10 (CAT III)

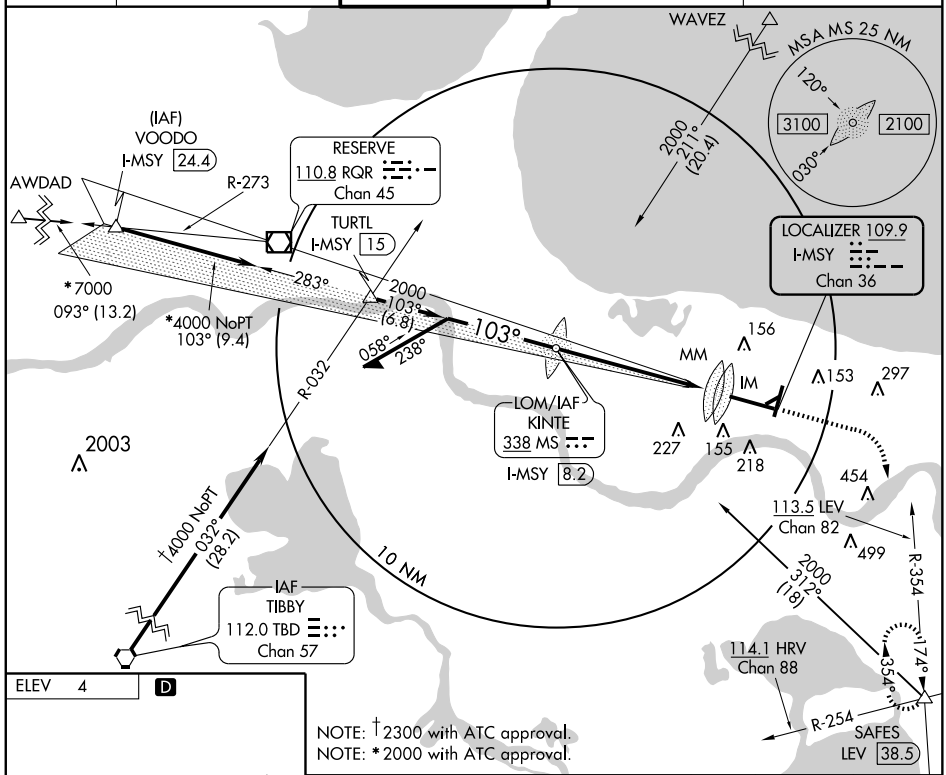
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ASR: #49 MSL pole located 793 feet right of Rwy 10 centerline.

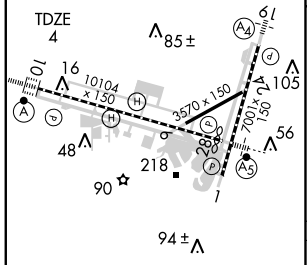
ALSF2

MISSED APPROACH: Climb to 800, then climbing right turn to 2000 via heading 158° and LEV R-354 to SAFES Int/LEV 38.5 DME and hold.#

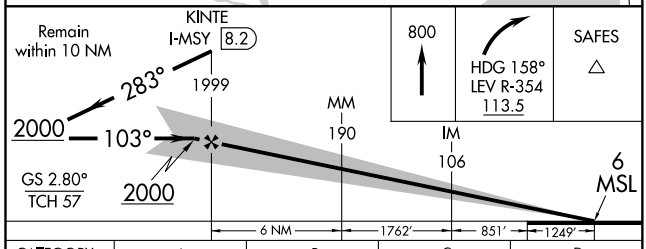
ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2



NOTE: †2300 with ATC approval.
NOTE: *2000 with ATC approval.



LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways



CATEGORY	A	B	C	D
S-ILS 10	CAT IIIa RVR 07			
S-ILS 10	CAT IIIb RVR 06			
S-ILS 10	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-4, 17 DEC 2009 to 14 JAN 2010

LOC I-ONW 111.7 Chan 54	APP CRS 193°	Rwy ldg 7001 TDZE 0 Apt Elev 4

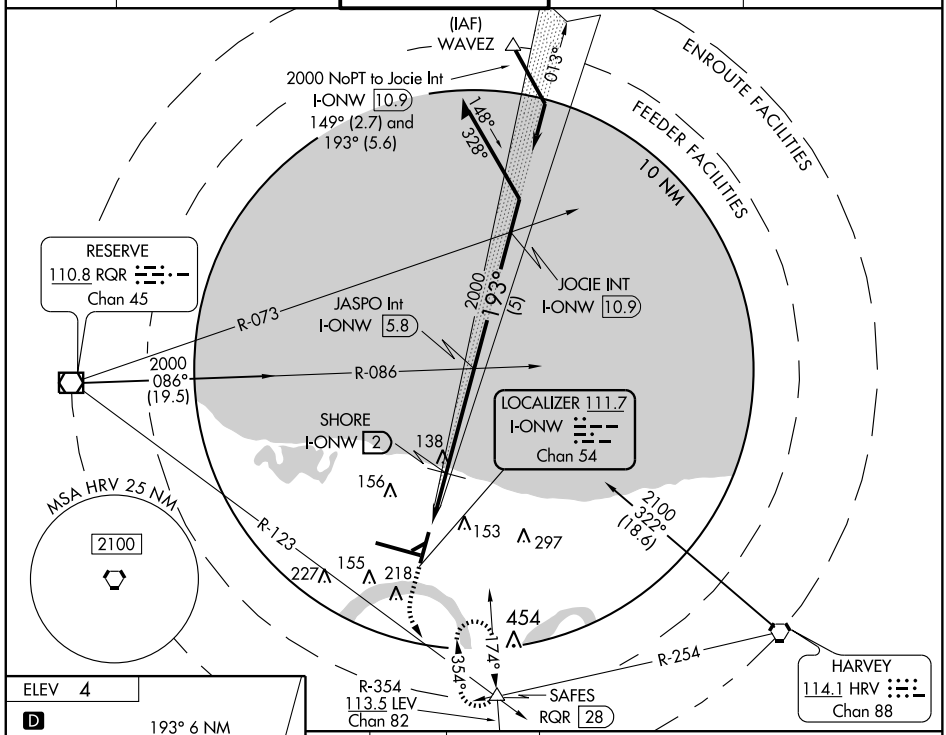
LOC RWY 19

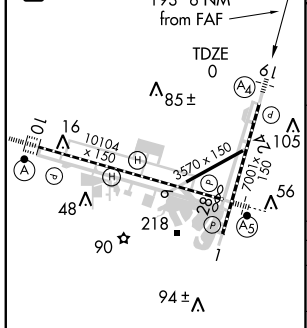
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ASR — Inoperative table does not apply to S-LOC 19 (without SHORE fix) Cat C.

MALS — MISSED APPROACH: Climb to 1300, then climbing left turn to 2000 via RQR R-123 to SAFES Int and hold.

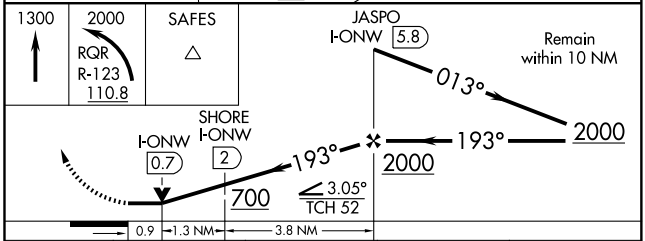
ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2





LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

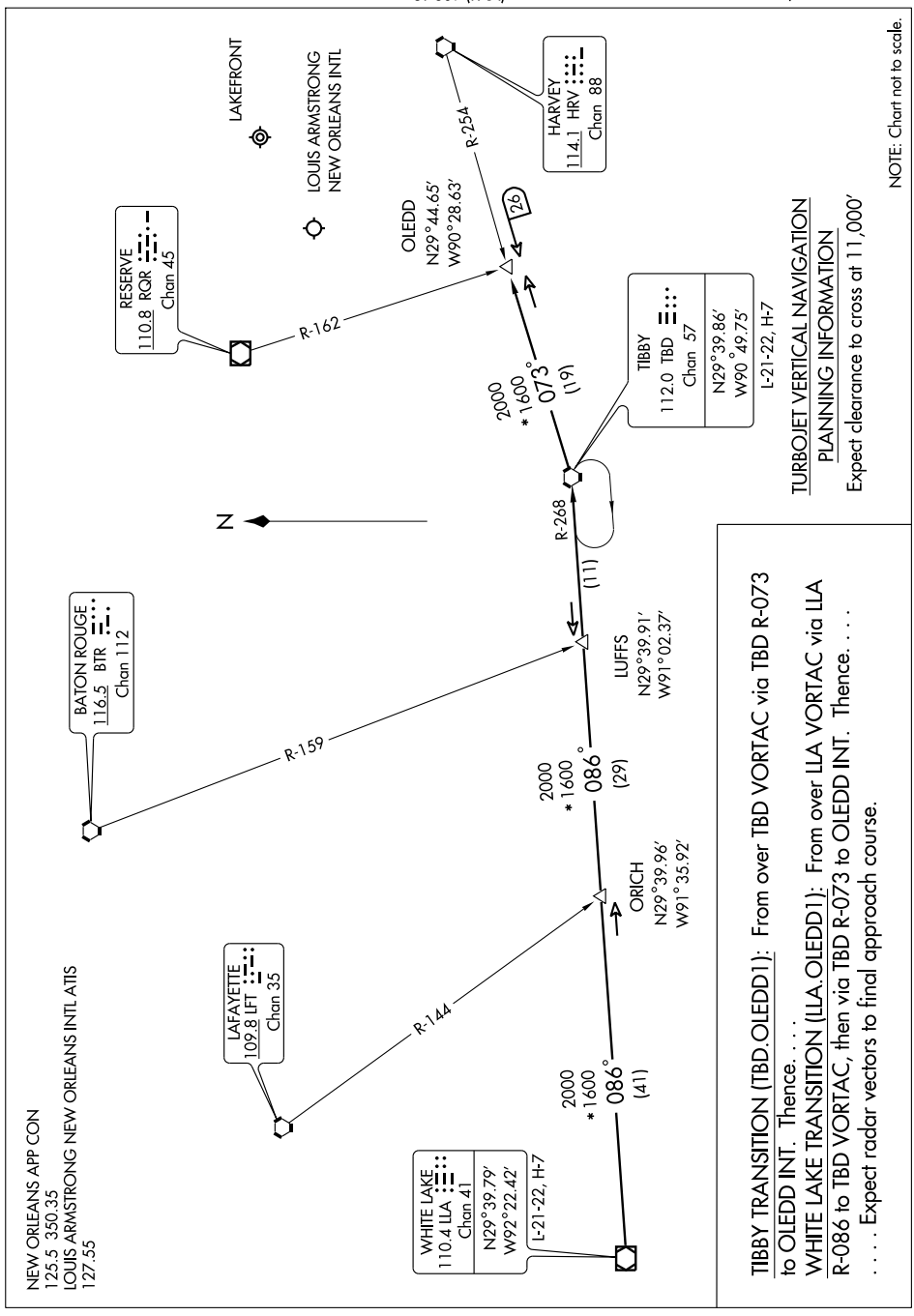


CATEGORY	A	B	C	D
S-LOC 19	700/40 700 (700-¾)		700-2 700 (700-2)	700-2¼ 700 (700-2¼)
CIRCLING	700-1 696 (700-1)		700-2 696 (700-2)	700-2¼ 696 (700-2¼)
SHORE FIX MINIMUMS				
S-LOC 19	340/40 340 (400-¾)			340/50 340 (400-1)
CIRCLING	520-1 516 (600-1)		520-1½ 516 (600-1½)	580-2 576 (600-2)

OLEDD ONE ARRIVAL

ST-609 (FAA)

NEW ORLEANS, LOUISIANA



APP CRS	Rwy ldg	7001
013°	TDZE	3
	Apt Elev	4

RNAV (GPS) RWY 1

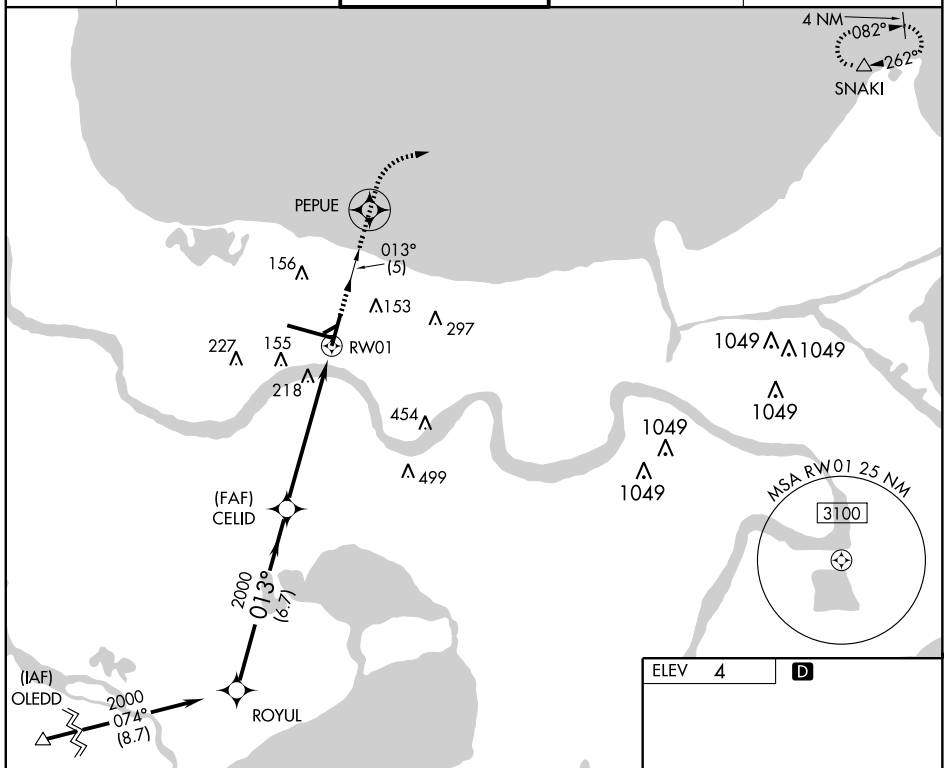
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

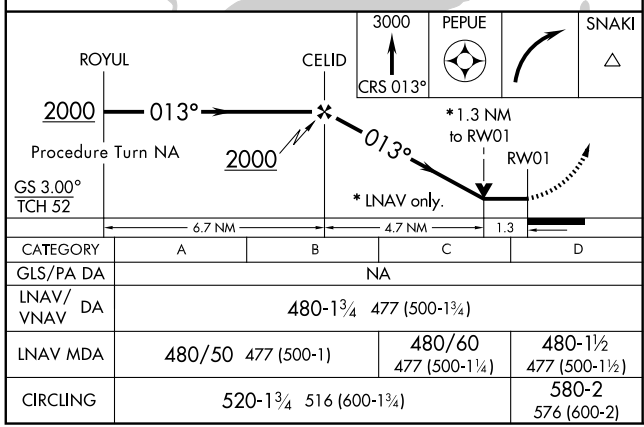
T
NA
ASR

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. BARO/VNAV NA below -15°C (5°F).

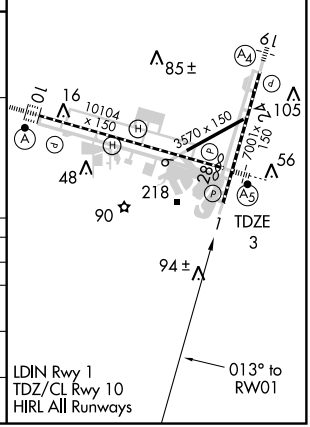
MISSED APPROACH: Climb to 3000 via 013° course to PEPUE then right turn direct SNAKI and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2





CATEGORY	A	B	C	D
GLS/PA DA	NA			
LNAV/VNAV DA	480-1¾ 477 (500-1¾)			
LNAV MDA	480/50 477 (500-1)		480/60 477 (500-1¼)	480-1½ 477 (500-1½)
CIRCLING	520-1¾ 516 (600-1¾)			580-2 576 (600-2)



APP CRS	Rwy ldg	10104
103°	TDZE	4
	Apt Elev	4

RNAV (GPS) RWY 10

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

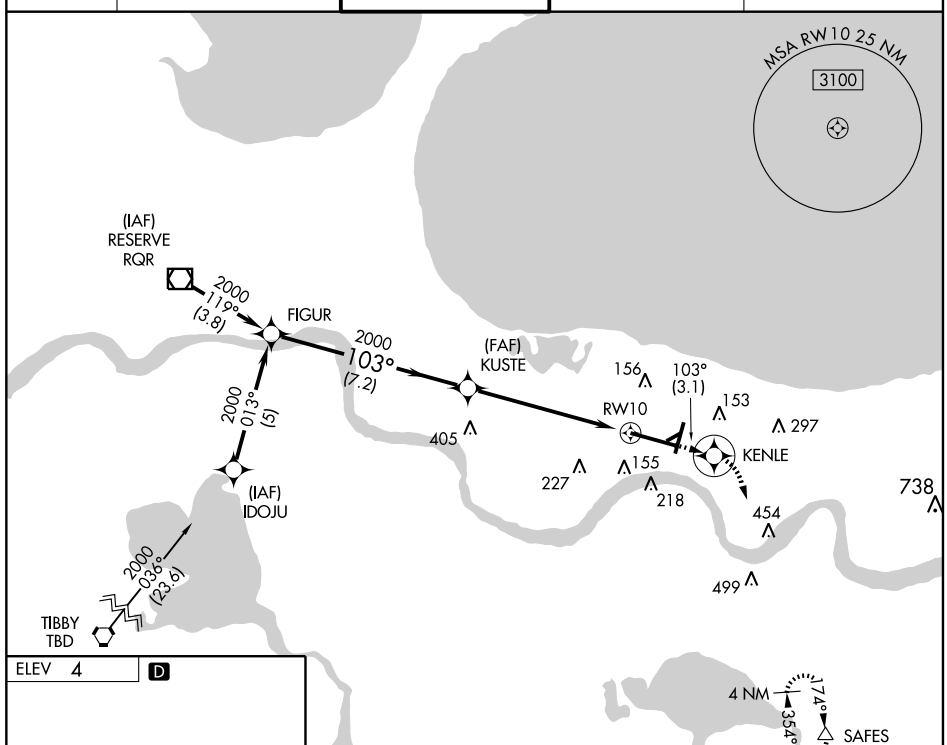
ASR

DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F).
For inoperative ALSF increase LNAV Cat D visibility to RVR 6000.

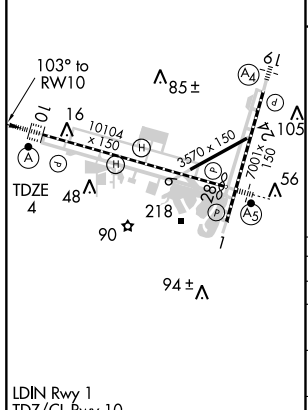
ALSF-2

MISSED APPROACH: Climb to 2000 via 103° course to KENLE then right turn direct SAFES and hold.

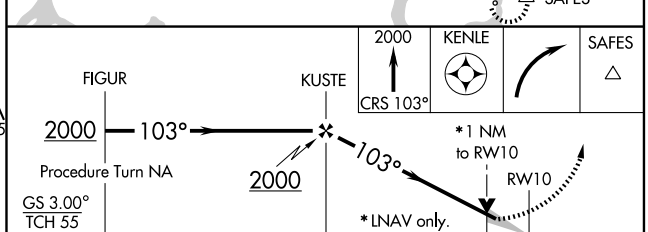
ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2



ELEV 4 D



LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways



CATEGORY	A	B	C	D
GLS/PA DA	NA			
LNAV/VNAV DA	402/40 398 (400-¾)			
LNAV MDA	380/24 376 (400-½)			380/50 376 (400-1)
CIRCLING	520-1 516 (600-1)		520-1½ 516 (600-1½)	580-2 576 (600-2)

WAAS CH 40007 W19A	APP CRS 194°	Rwy ldg 7001 TDZE 0 Apt Elev 4

RNAV (GPS) RWY 19

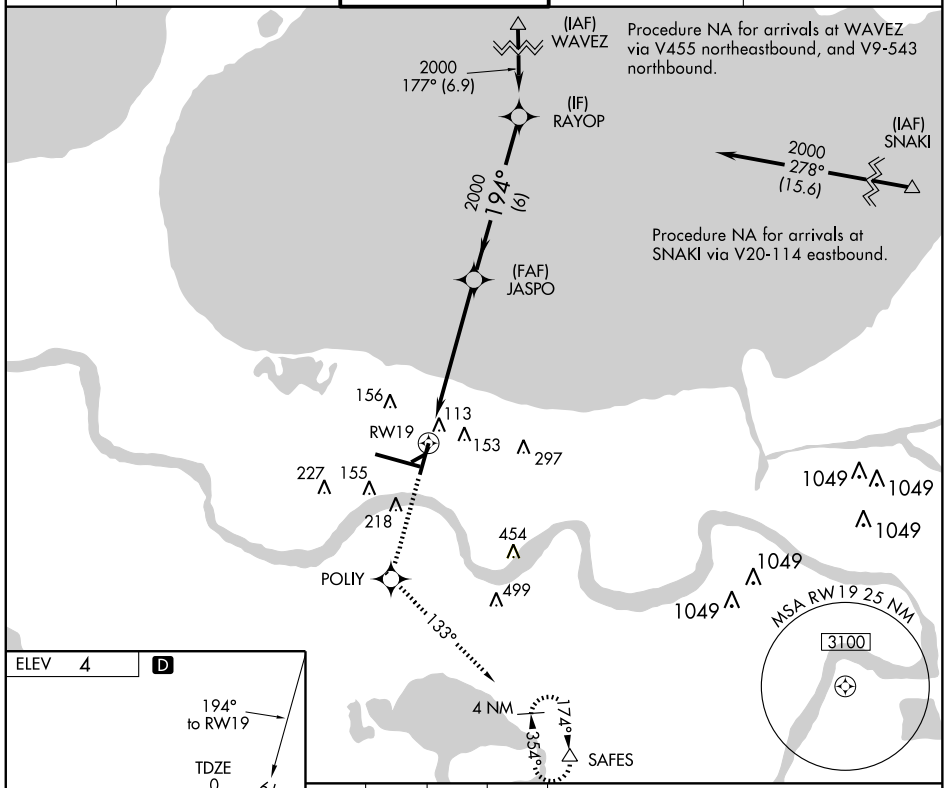
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

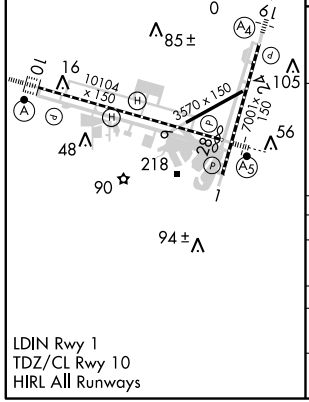
ASR: DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). Inoperative table does not apply to LPV, LNAV/VNAV.

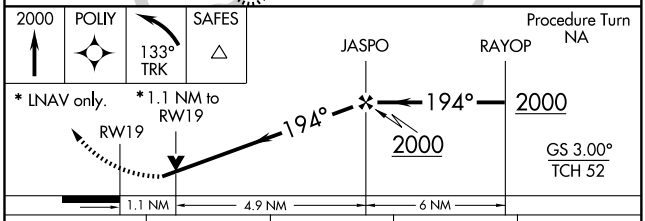
MALS

MISSED APPROACH: Climb to 2000 direct POLIY and left turn via 133° track to SAFES and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2







CATEGORY	A	B	C	D
LPV DA	310/40 310 (400-¾)			310/50 310 (400-1)
LNAV/VNAV DA	420-1½ 420 (500-1½)			
LNAV	400/40 400 (400-¾)			400/60 400 (400-1¼)
CIRCLING	520-1½ 516 (600-1½)			580-2 576 (600-2)

WAAS CH 49006 W28A	APP CRS 284°	Rwy ldg 9800 TDZE 3 Apt Elev 4

RNAV (GPS) RWY 28

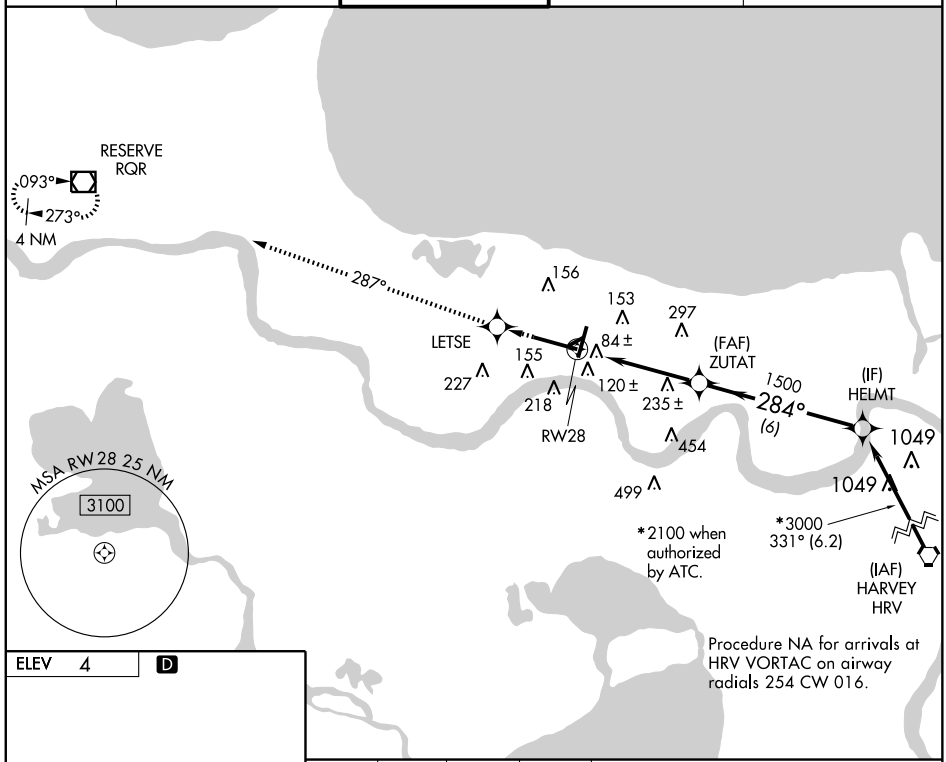
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

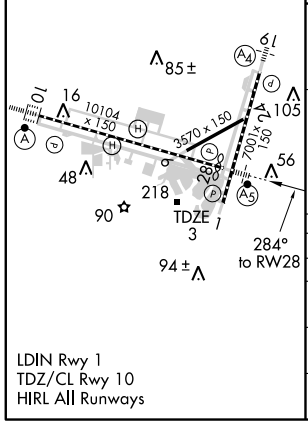
ASR: For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

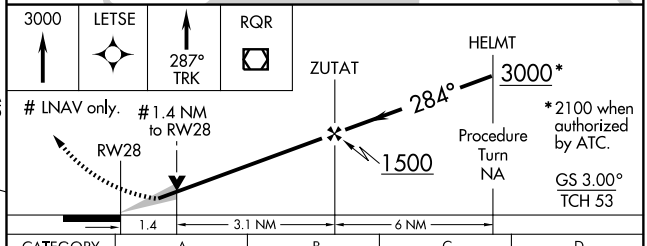
MISSED APPROACH: Climb to 3000 direct LETSE and via 287° track to RQR VOR/DME and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2





LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways



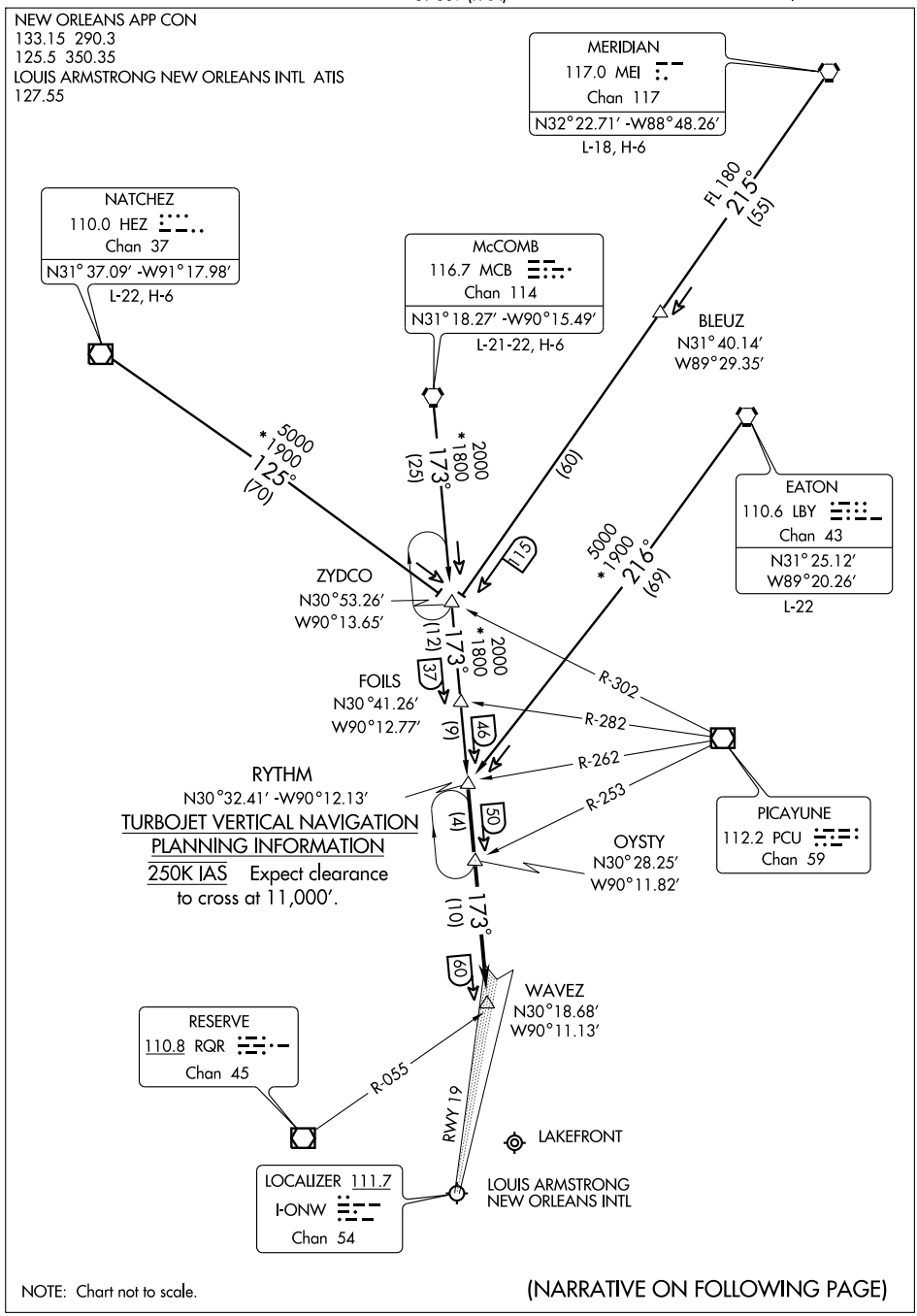
CATEGORY	A	B	C	D
LPV DA	329/24 326 (400-½)			
LNAV/VNAV DA	438/50 435 (500-1)			
LNAV MDA	500/24 497 (500-½)		500/40 497 (500-¾)	500/50 497 (500-1)
CIRCLING	520-1 516 (600-1)		520-1½ 516 (600-1½)	580-2 576 (600-2)

(RYTHM.RYTHM3) 07298

RYTHM THREE ARRIVAL

ST-609 (FAA)

NEW ORLEANS, LOUISIANA



NOTE: Chart not to scale.

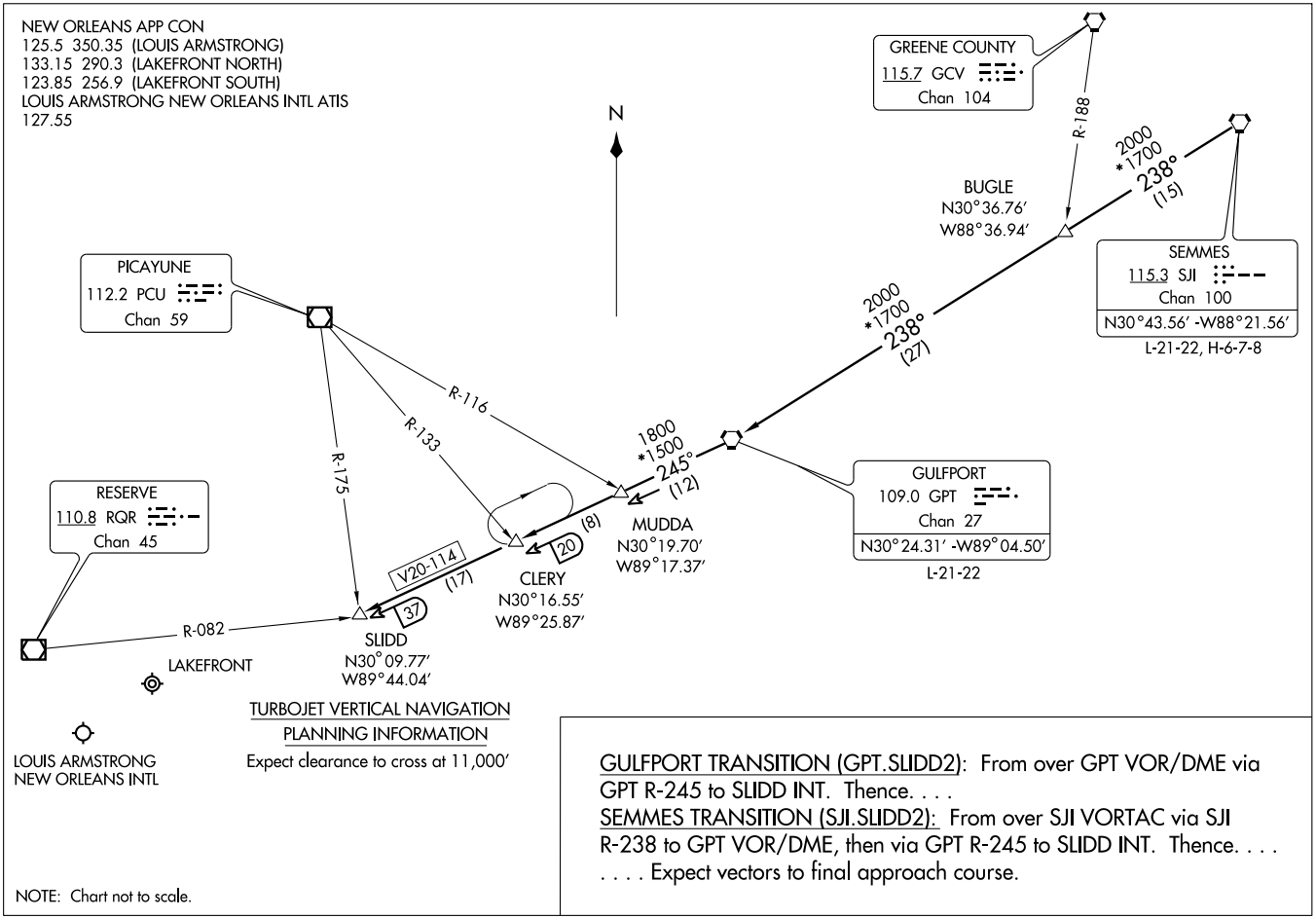
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

EATON TRANSITION (LBY.RYTHM3): From over LBY VORTAC via LBY R-216 to RYTHM INT. Thence. . . .
McCOMB TRANSITION (MCB.RYTHM3): From over MCB VORTAC via MCB R-173 to RYTHM INT. Thence. . . .
MERIDIAN TRANSITION (MEI.RYTHM3): From over MEI VORTAC via MEI R-215 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .
NATCHEZ TRANSITION (HEZ.RYTHM3): From over HEZ VOR/DME via HEZ R-125 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .
. . . . From over RYTHM INT via MCB R-173 to WAVEZ INT. Thence. . . .

LANDING LOUIS ARMSTRONG RWY 19: Intercept I-ONW localizer course and expect clearance for LOC Rwy approach.
LANDING OTHER: Expect vectors to final approach course.

SLIDD TWO ARRIVAL



VOR/DME RWY 10

NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

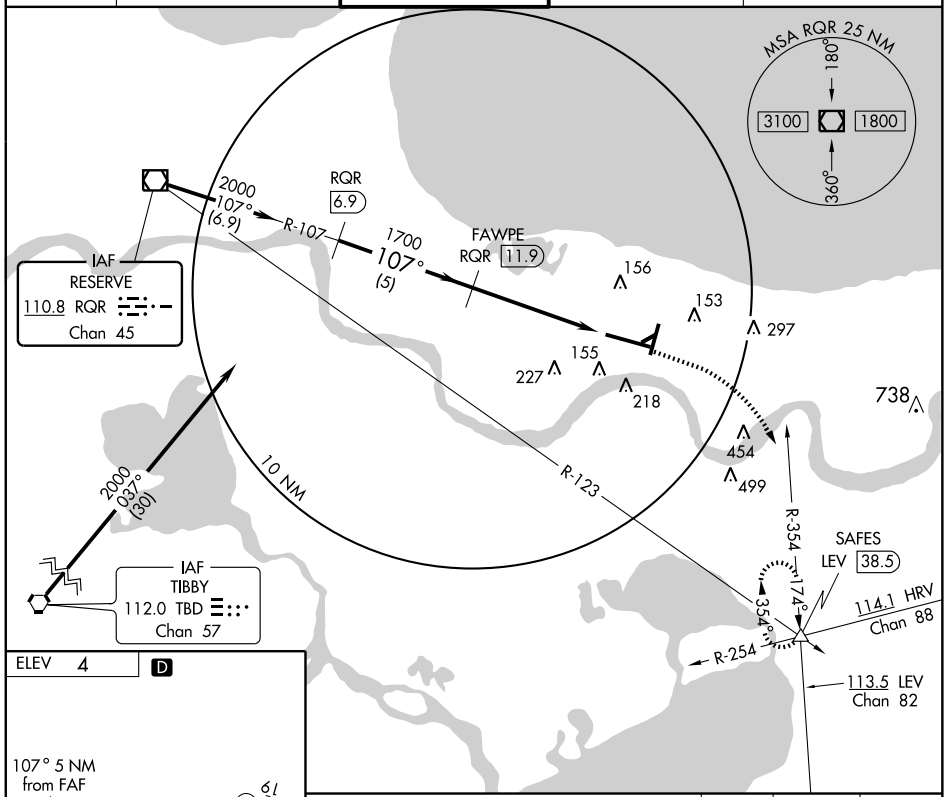
VOR/DME RQR	APP CRS	Rwy ldg	10104
110.8	107°	TDZE	4
Chan 45		Apt Elev	4

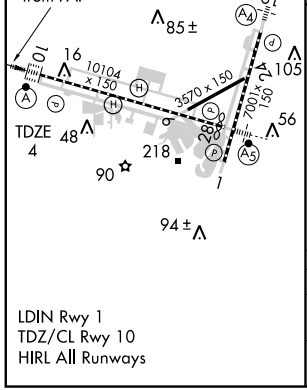
ASR

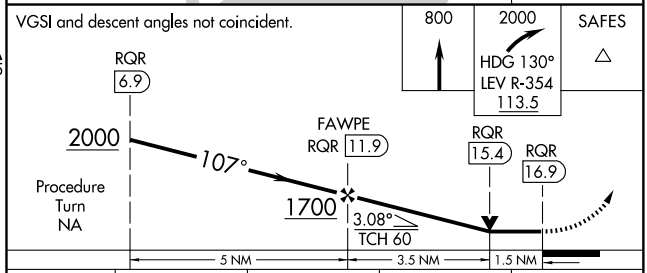
ALSF-2

MISSED APPROACH: Climb to 800, then climbing right turn to 2000 via heading 130° and LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.

ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL
127.55	123.85 256.9	119.5 254.3	121.9 273.525	127.2



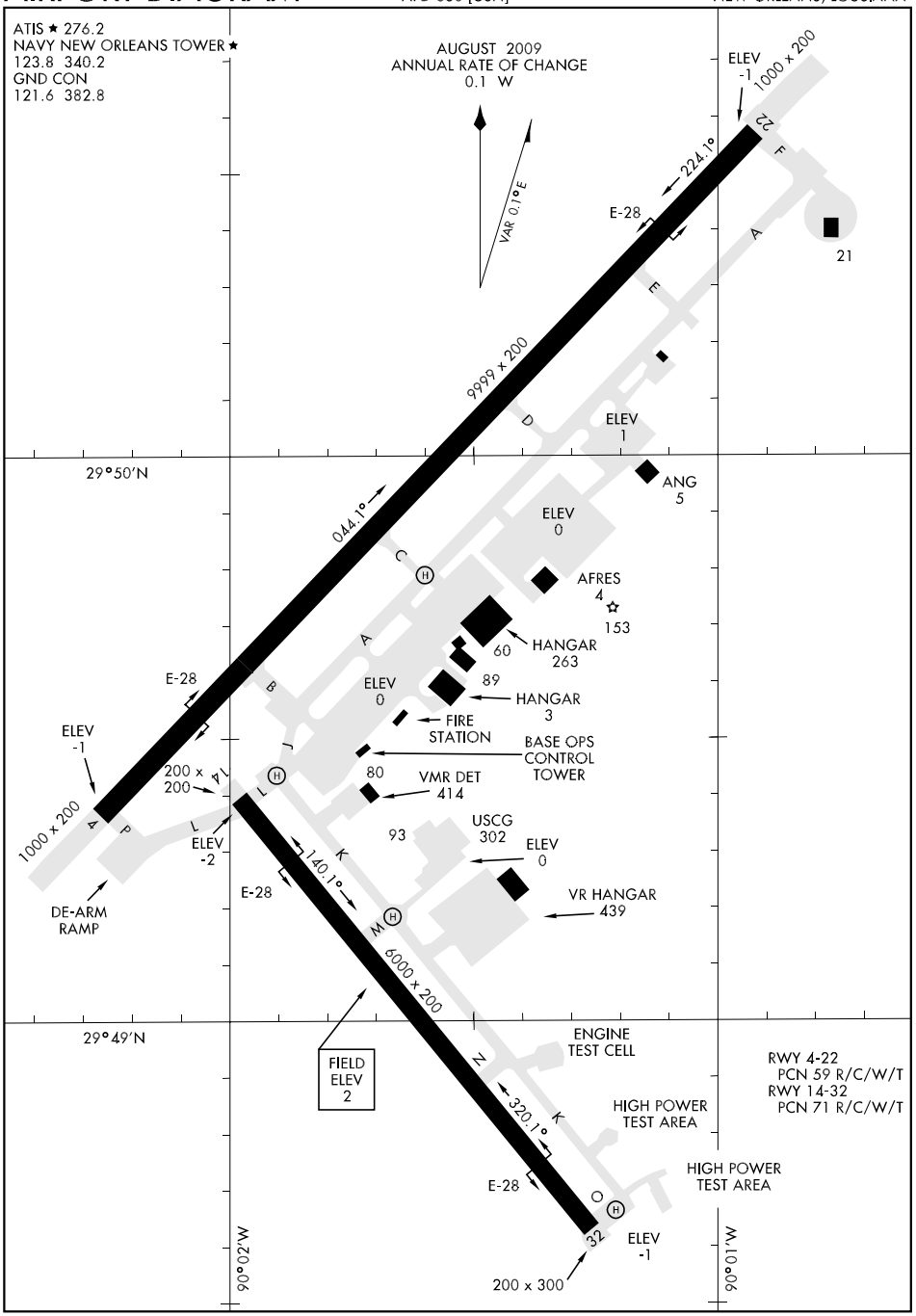




CATEGORY	A	B	C	D
S-10	520/24 516 (600-½)		520/50 516 (600-1)	520/60 516 (600-1¼)
CIRCLING	520-1 516 (600-1)		520-1½ 516 (600-1½)	580-2 576 (600-2)

LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

SC-4, 17 DEC 2009 to 14 JAN 2010


ATIS ★ 276.2
NAVY NEW ORLEANS TOWER ★
123.8 340.2
GND CON
121.6 382.8
AUGUST 2009
ANNUAL RATE OF CHANGE
0.1 W
VAR 0.1°E
ELEV -1
1000 x 200
22
224.1°
E-28
21
6666 x 200
ELEV 1
ANG 5
29°50′N
044.1°
ELEV 0
AFRES 4
153
HANGAR 263
60
89
ELEV 0
HANGAR 3
FIRE STATION
BASE OPS CONTROL TOWER
80
VMR DET 414
93
USCG 302
ELEV 0
VR HANGAR 439
ELEV -1
1000 x 200
200 x 200
14
ELEV -2
DE-ARM RAMP
140.1°
6000 x 200
29°49′N
FIELD ELEV 2
ENGINE TEST CELL
RWY 4-22
PCN 59 R/C/W/T
RWY 14-32
PCN 71 R/C/W/T
320.1°
HIGH POWER TEST AREA
HIGH POWER TEST AREA
32
ELEV -1
200 x 300
90°02′W
90°01′W

HI-TACAN RWY 4

VORTAC HRV	APCH CRS	Rwy ldg 9999
114.1	046°	TDZE -1
Chan 88		Arpt Elev 2

JAL-630 [USN]

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

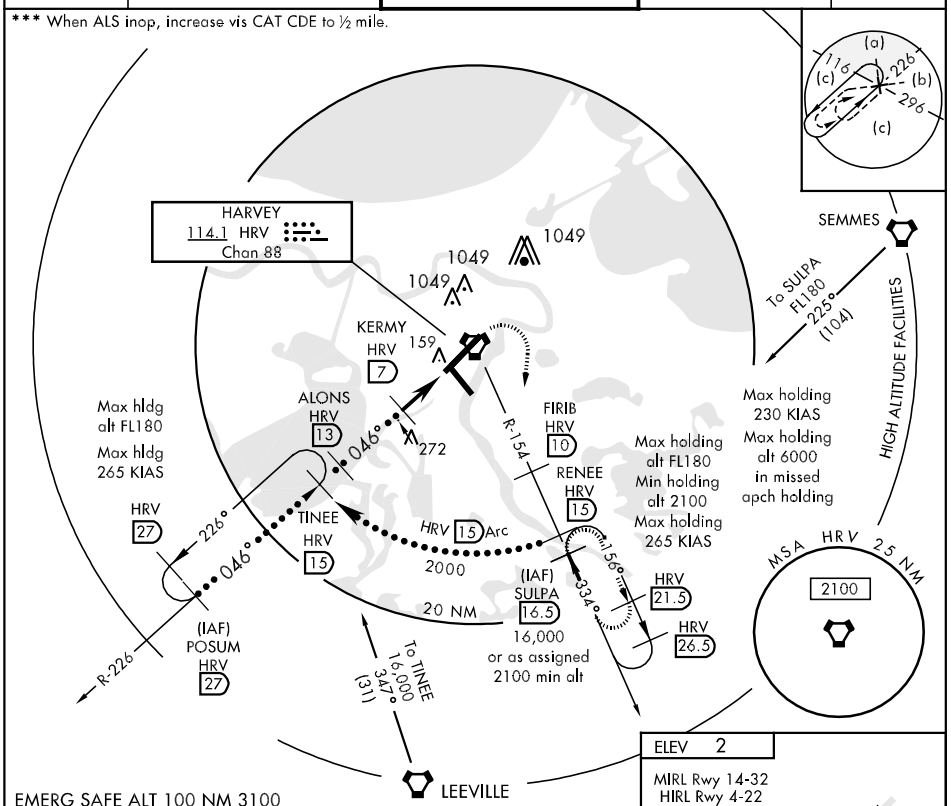
T * When ALS inop increase vis CAT CD to 1¼ miles, CAT E to 1½ miles.
** Night circling Rwy 32 NA. CAT E circling not authorized NW of Rwy 4-22.

ALSF-1 (A1)

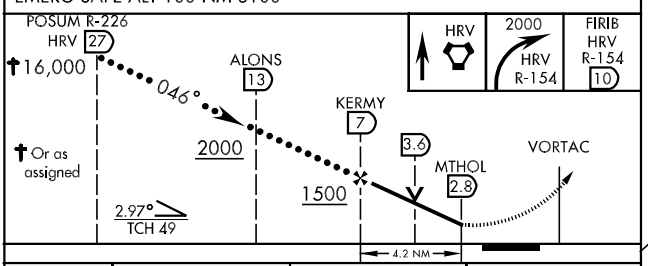
MISSED APPROACH: Climb direct HRV VORTAC, then climbing right turn to 2000, intercept R-154 to FIRIB, then climb to 2100 to SULPA and hold.

ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	

*** When ALS inop, increase vis CAT CDE to ½ mile.

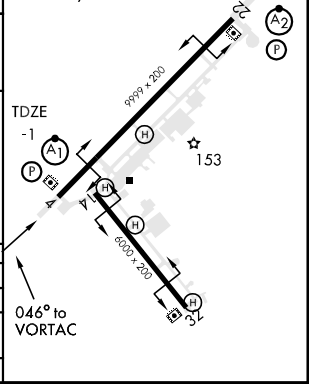


EMERG SAFE ALT 100 NM 3100



ELEV 2

MIRL Rwy 14-32
HIRL Rwy 4-22



CATEGORY	C	D	E
S-4 *	420- ¾ 421 (500- ¾)		420-1 421 (500-1)
CIRCLING **	500-1½ 498 (500-1½)	560-2 558 (600-2)	640-2¼ 638 (700-2¼)
S-PAR-4 ***	99- ¼ 100 (100-¼) GS 3.0°		

HI-TACAN Y RWY 22

VORTAC HRV	APCH CRS	Rwy ldg 9999
114.1	236°	TDZE -1
Chan 88		Arpt Elev 2

JAL-630 [USN]

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

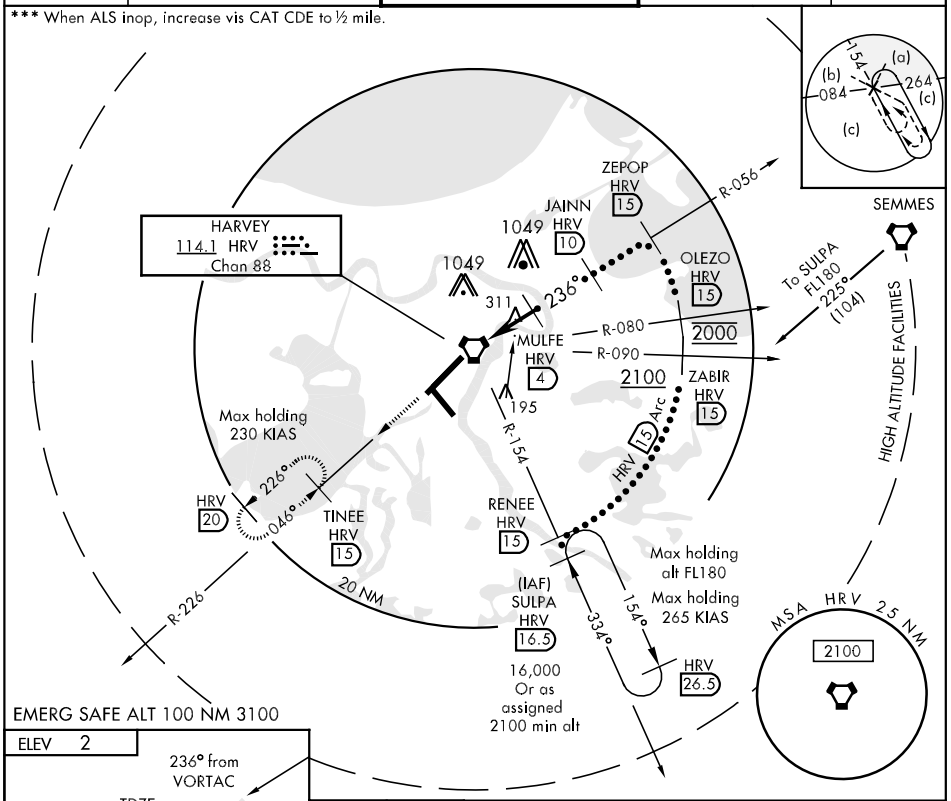
* When ALS inop, increase vis CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.
** Night circling Rwy 32 NA. CAT E circling not authorized NW of Rwy 4-22.

SALSF

MISSED APPROACH: Climb to 2000 via R-226 to TINEE and hold.

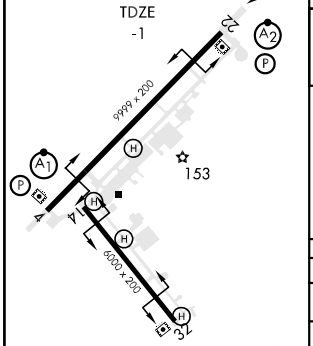
ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	

*** When ALS inop, increase vis CAT CDE to ½ mile.

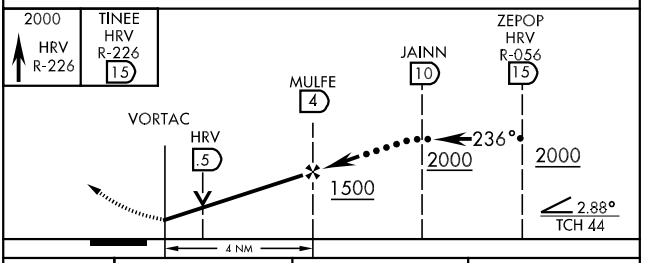


EMERG SAFE ALT 100 NM 3100

ELEV 2



MIRL Rwy 14-32
HIRL Rwy 4-22



CATEGORY	C	D	E
S-22 *	460-1 461 (500-1)	460-1¼ 461 (500-1¼)	460-1½ 461 (500-1½)
CIRCLING**	500-1½ 498 (500-1½)	560-2 558 (600-2)	640-2¼ 638 (700-2¼)
S-PAR-22***	249-¾	250 (300-¾)	GS 3.0°

HI-TACAN Z RWY 22

VORTAC HRV	APCH CRS	Rwy ldg 9999
114.1	236°	TDZE -1
Chan 88		Arpt Elev 2

JAL-630 [USN]

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

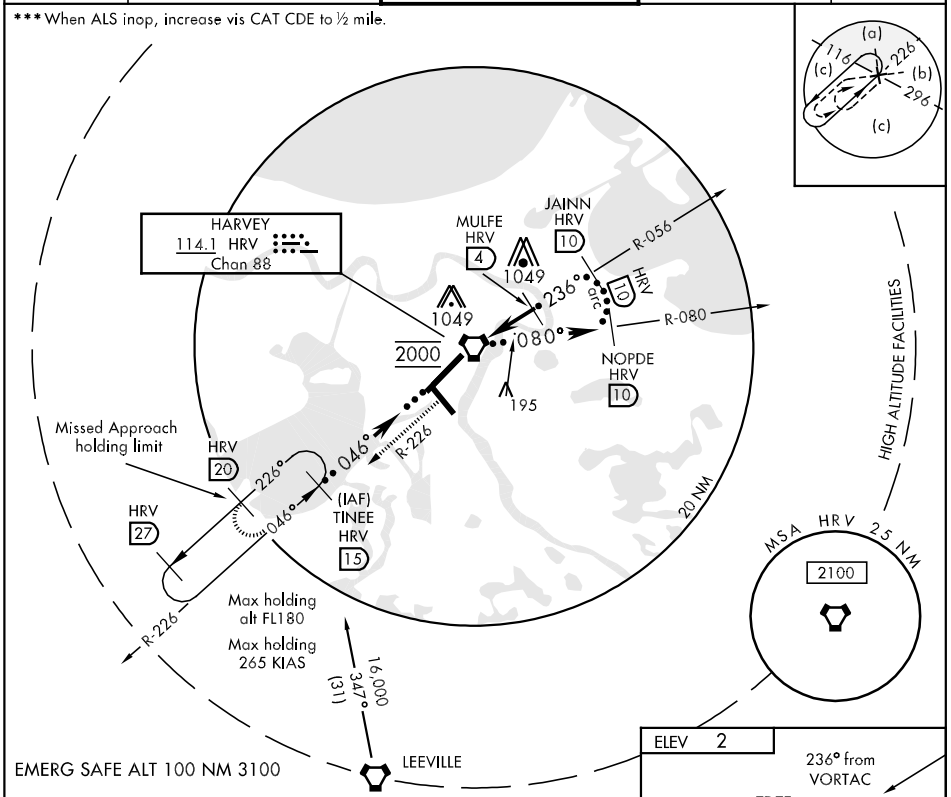
* When ALS inop, increase vis CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.
** Night circling Rwy 32 NA. CAT E circling not authorized NW of Rwy 4-22.

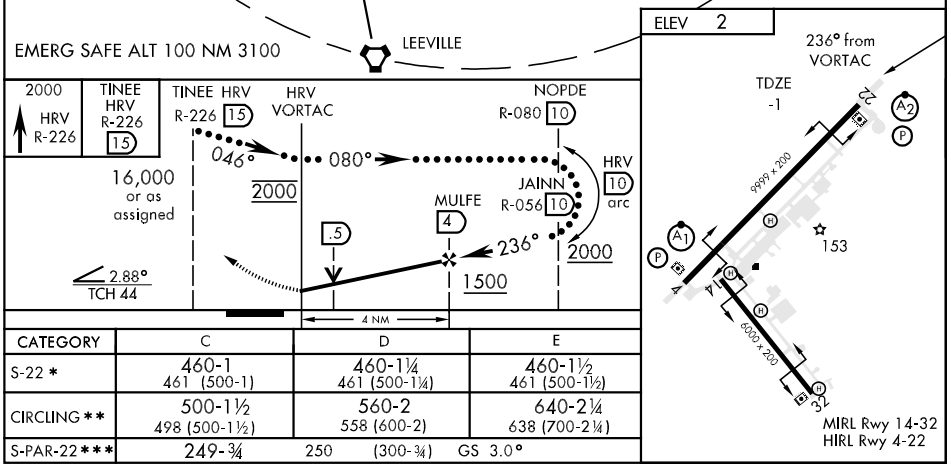
SALSF

MISSED APPROACH: Climb to 2000 via R-226 to TINEE and hold.

ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	

*** When ALS inop, increase vis CAT CDE to ½ mile.





CATEGORY	C	D	E
S-22 *	460-1 461 (500-1)	460-1¼ 461 (500-1¼)	460-1½ 461 (500-1½)
CIRCLING **	500-1½ 498 (500-1½)	560-2 558 (600-2)	640-2¼ 638 (700-2¼)
S-PAR-22 ***	249-¾	250 (300-¾)	GS 3.0°

SC-4, 17 DEC 2009 to 14 JAN 2010

ILS Y or RNAV (GPS) RWY 4

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

LOC I-NGB	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.5	044°	9999 / -1 / 2

AL-630 [USN]

▼ * When ALS inop, increase vis CAT ABCD to ¾ mile.
** When ALS inop, increase vis CAT ABCD to 1 mile.
*** When ALS inop, increase vis CAT ABCD to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 direct FIRIB, then climb to 2100 via track 156° to SULPA and hold.

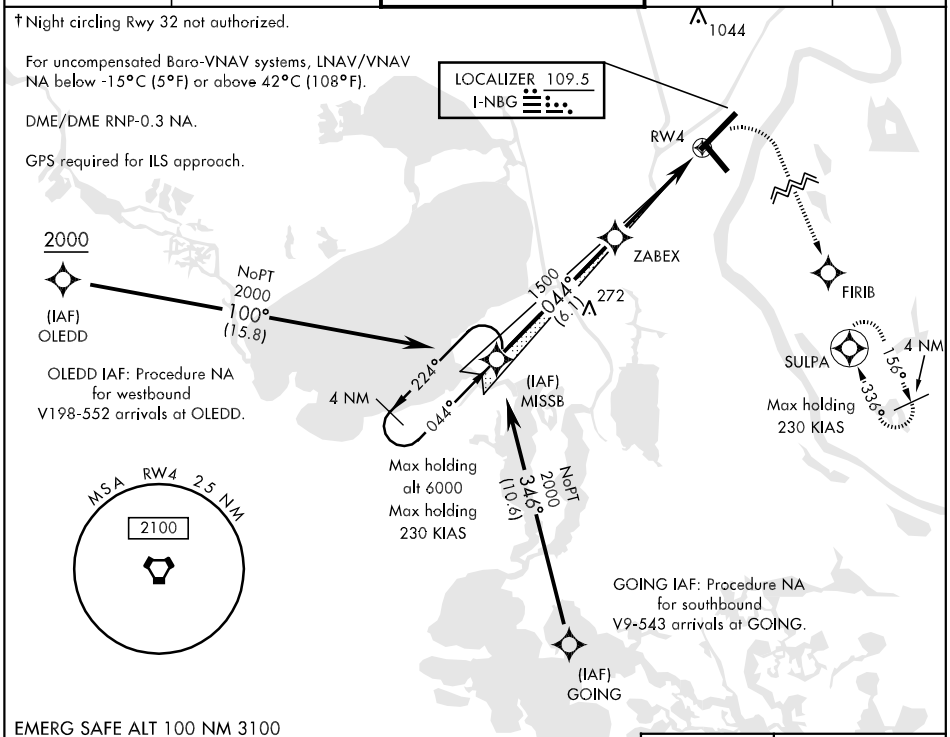
ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	

† Night circling Rwy 32 not authorized.

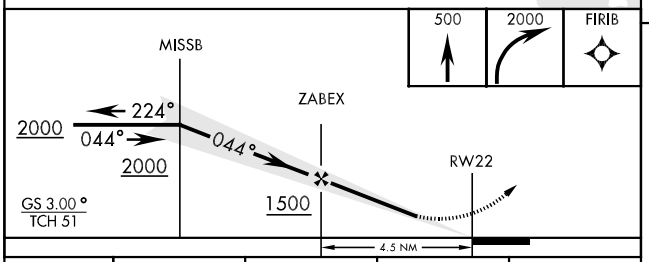
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F).

DME/DME RNP-0.3 NA.

GPS required for ILS approach.

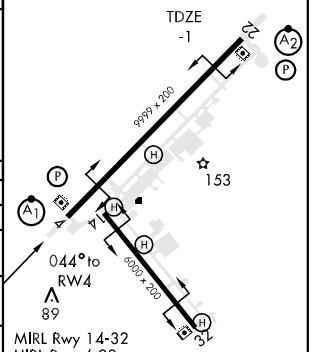


EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
S-ILS 4 *	199-½	200	(200-½)	
LNAV MDA **	340-½	341	(400-½)	
LNAV/VNAV DA ***	340-¾	341	(400-¾)	
CIRCLING †	480-1¼	478 (500-1¼)	500-1½ 498 (500-1½)	560-2 558 (600-2)

ELEV 2



MIRL Rwy 14-32
HIRL Rwy 4-22

ILS Z or LOC/DME RWY 4

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

LOC I-NBG	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.5	044°	9999 / -1 / 2

AL-630 [USN]

* When ALS inop, increase vis CAT ABCDE to ¾ mile.
** When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1¼ miles.
*** CAT E circling not authorized NW of Rwy 4-22.

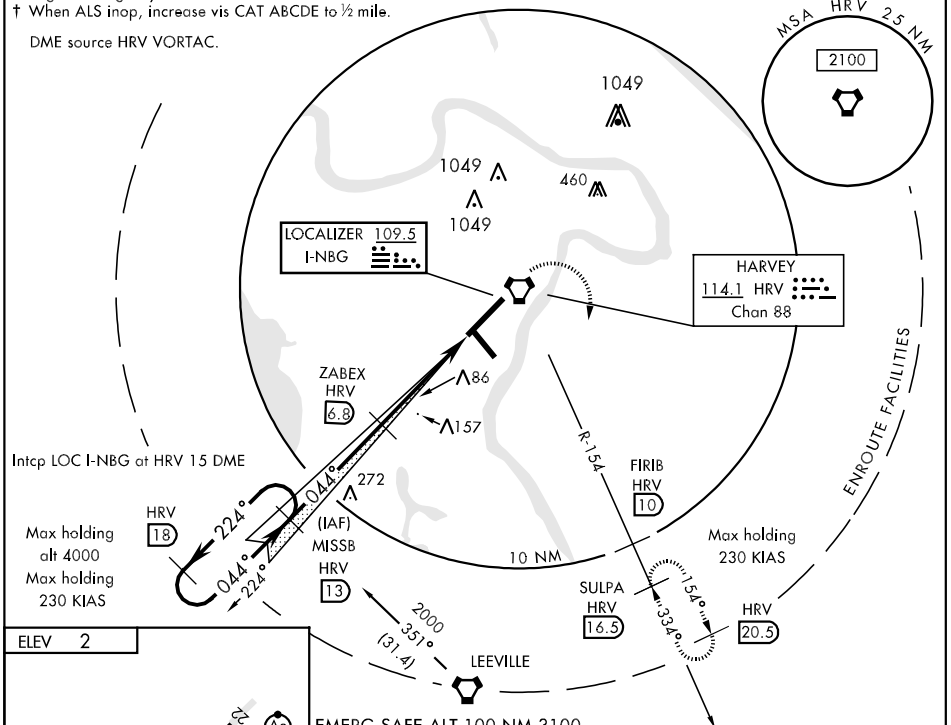
ALSF-1 (A1)

MISSED APPROACH: Climb direct HRV VORTAC, then climbing right turn to 2000, intercept R-154 to FIRIB, then climb to 2100 to SULPA and hold.

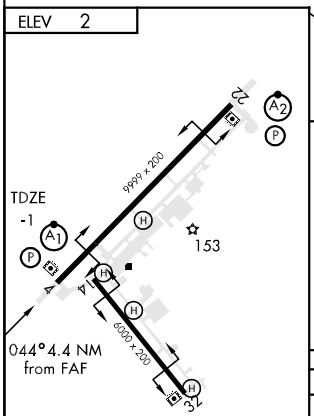
ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	

Night circling Rwy 32 not authorized.
† When ALS inop, increase vis CAT ABCDE to ½ mile.

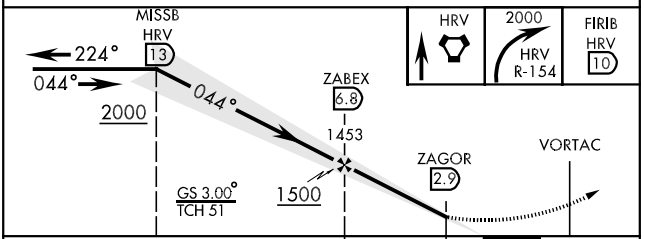
DME source HRV VORTAC.



ELEV 2



MIRL Rwy 14-32
HIRL Rwy 4-22



FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	2:03	1:38	1:18

CATEGORY	A	B	C	D	E
S-ILS 4 *	199- ½ 200 (200-½)				
S-LOC 4 **	340-½ 341 (400-½)				340- ¾ 341 (400-¾)
CIRCLING ***	480-1 478 (500-1)		500-1½ 498 (500-1½)	560-2 558 (600-2)	640-2¼ 638 (700-2¼)
S-PAR 4 †	99- ¼ 100 (100-¼) GS 3.0°				

RNAV (GPS) RWY 22

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

WAAS Chan 60141 W22A	APCH CRS 224°	Rwy ldg 9999 TDZE -1 Arpt Elev 2	AL-630 [USN]

* When ALS inop, increase vis CAT AB to ¾ mile.
** When ALS inop, increase vis CAT ABCD to 1¼ miles.
*** When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

SALS A2

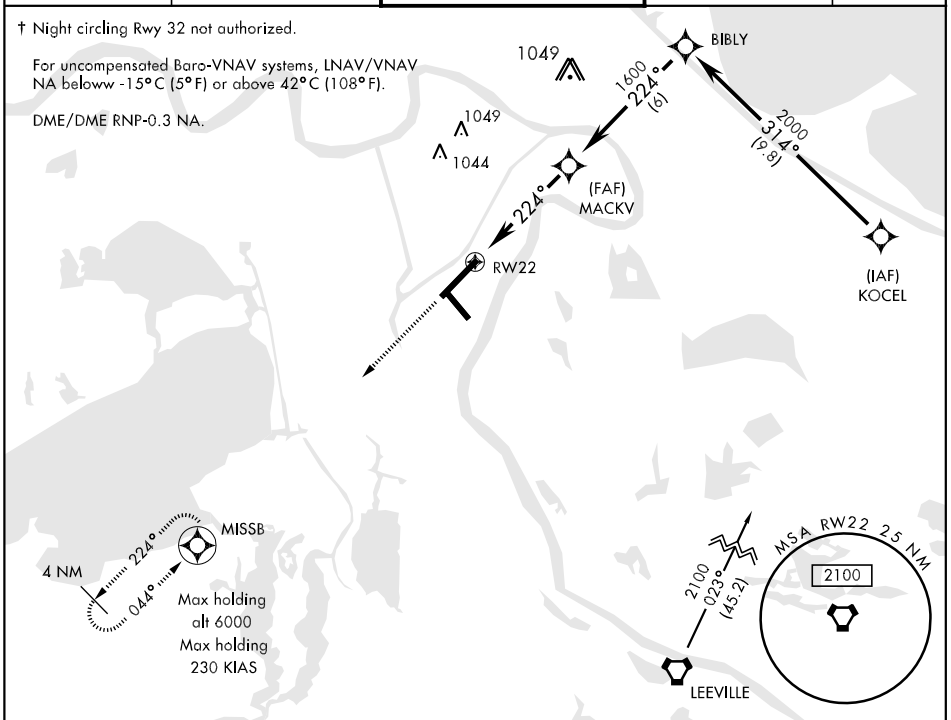
MISSED APPROACH: Climb to 2000 direct MISSB and hold.

ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	

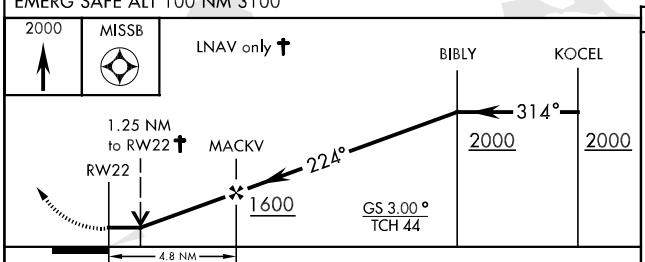
† Night circling Rwy 32 not authorized.

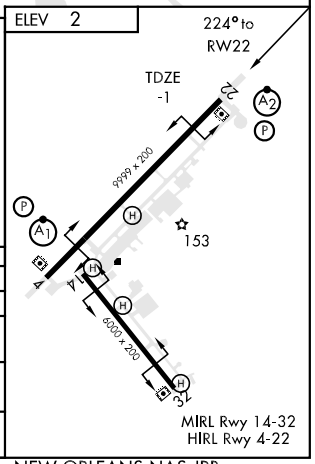
For uncompensated Baro-VNAV systems, LNAV/VNAV NA beloww -15°C (5°F) or above 42°C (108°F).

DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3100





CATEGORY	A	B	C	D
LPV DA *	199- ½ 200 (200-½)		199-¾ 200 (200-¾)	
LNAV/ VNA DA **	340-1 341 (400-1)			
*** LNAV MDA	440- ¾ 441 (500-¾)		440-1 441 (500-1)	440-1¼ 441 (500-1¼)
CIRCLING †	480-1¼ 478 (500-1¼)		500-1½ 498 (500-1½)	560-2 558 (600-2)

VOR/DME or TACAN RWY 4

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

VORTAC HRV	APCH CRS	Rwy ldg 9999
114.1	046°	TDZE -1
Chan 88		Arpt Elev 2

AL-630 [USN]

* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.
** When ALS inop, increase vis CAT ABCD to ½ mile.

ALSF-1

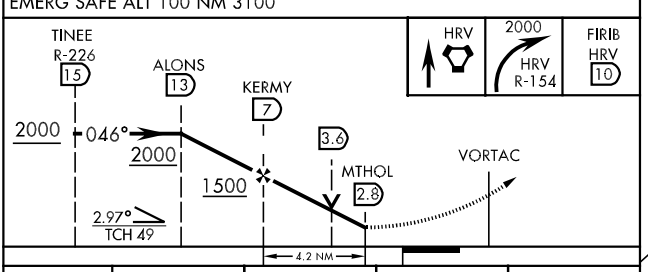
MISSED APPROACH: Climb direct HRV VORTAC, then climbing right turn to 2000, intercept R-154 to FIRIB, then climb to 2100 to SULPA and hold.

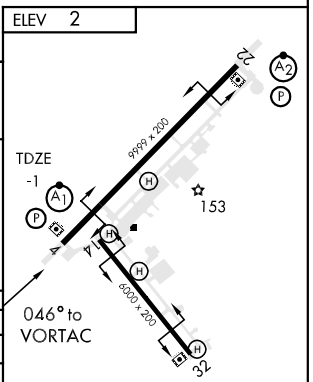
ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	

*** Night circling Rwy 32 not authorized.

1049
1049
1049
460
159
157
272
HARVEY
114.1 HRV
Chan 88
KERMY
HRV
7
(IAF)
TINEE
HRV
15
046°
R-154
FIRIB
HRV
10
ENROUTE FACILITIES
HRV
19
226°
046°
ALONS
HRV
13
10 NM
Max holding
230 KIAS
MSA
HRV
25 NM
2100
2000
347°
(30.9)
SULPA
HRV
16.5
154°
334°
HRV
20.5
R-226
Max holding
alt 6000
Max holding
230 KIAS
LEEVILLE

EMERG SAFE ALT 100 NM 3100





MIRL Rwy 14-32
HIRL Rwy 4-22

CATEGORY	A	B	C	D
S-4 *	420- ½ 421 (500-½)		420-¾ 421 (500-¾)	
CIRCLING ***	480-1 478 (500-1)		500-1½ 498 (500-1½)	560-2 558 (600-2)
S-PAR 4 **	99- ¼ 100 (100-¼) GS 3.0°			

VOR/DME or TACAN RWY 22

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

VORTAC HRV	APCH CRS	Rwy ldg 9999
114.1	236°	TDZE -1
Chan 88		Arpt Elev 2

AL-630 [USN]

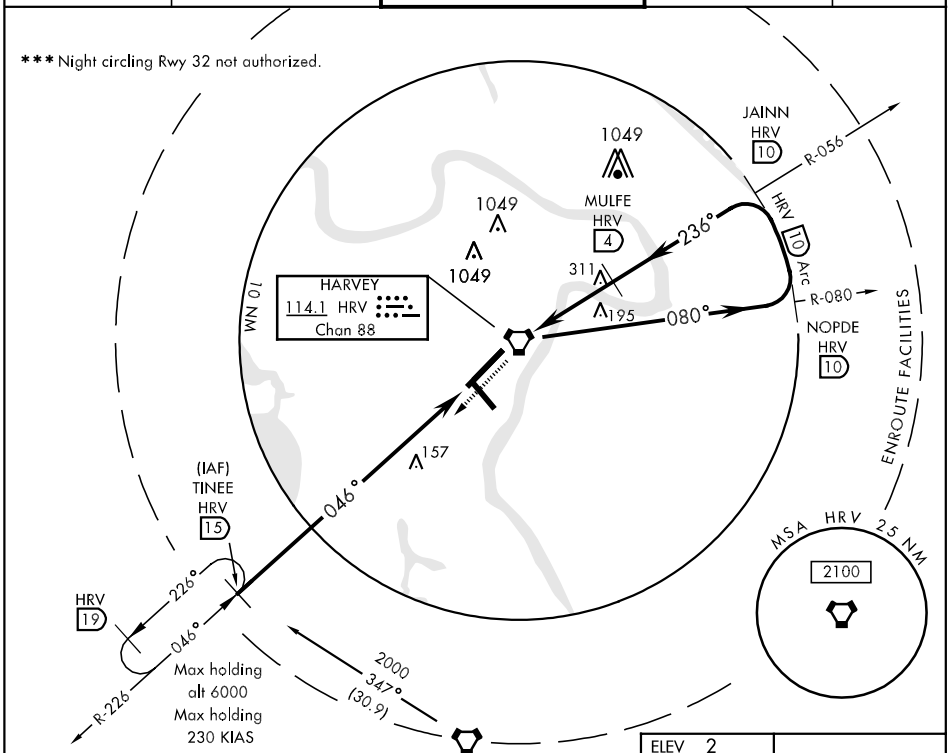
T * When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.
** When ALS inop, increase vis CAT CD to 1 mile.

SALS A2

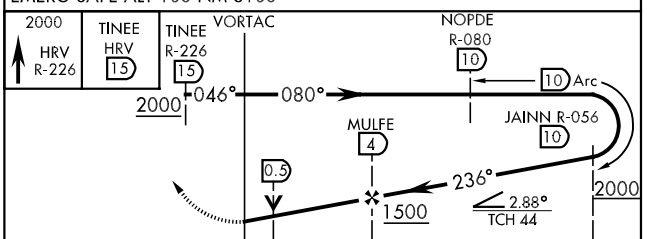
MISSED APPROACH: Climb to 2000 via R-226 to TINEE and hold.

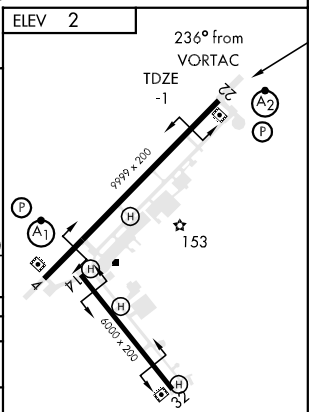
ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	ASR/PAR
276.2	123.85 256.9	123.8 340.2	121.6 382.8	

*** Night circling Rwy 32 not authorized.



EMERG SAFE ALT 100 NM 3100



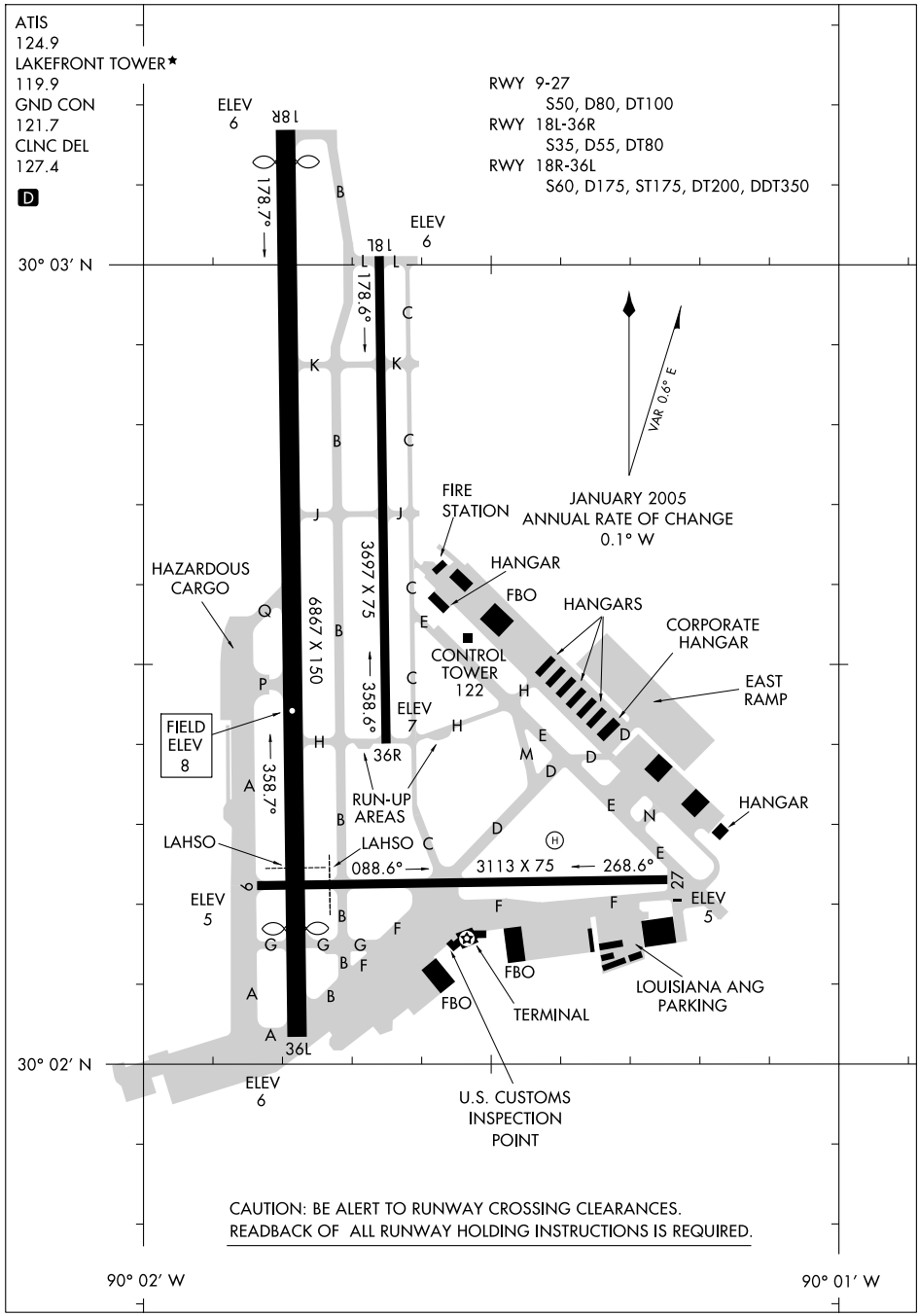


CATEGORY	A	B	C	D
S-22 *	460-¾ 461 (500-¾)		460-1 461 (500-1)	460-1¼ 461 (500-1¼)
CIRCLING ***	480-1 478 (500-1)		500-1½ 498 (500-1½)	560-2 558 (600-2)
S-PAR 22 **	249-¾ 250 (300-¾) GS 3.0°			

AIRPORT DIAGRAM

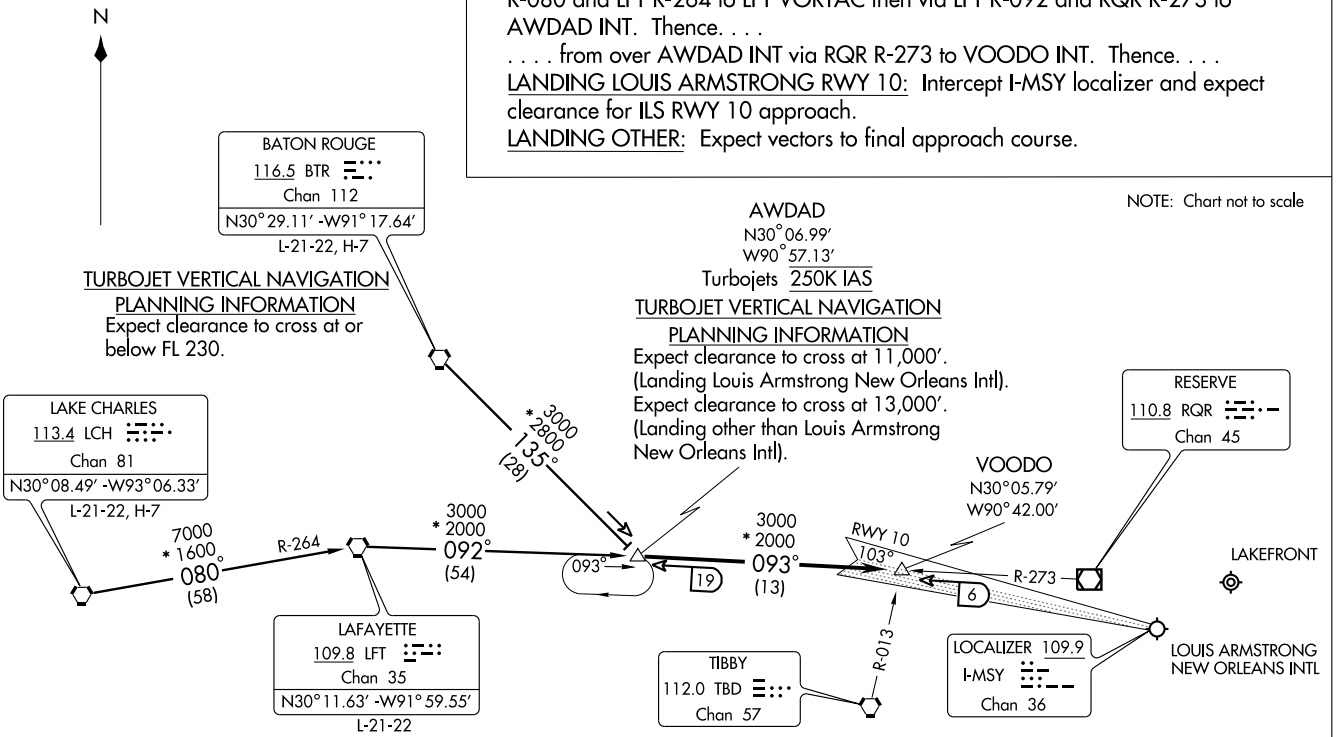
AL-288 (FAA)

NEW ORLEANS/LAKEFRONT (NEW)
NEW ORLEANS, LOUISIANA



NEW ORLEANS APP CON
125.5 350.35
LOUIS ARMSTRONG NEW ORLEANS INTL ATIS
127.55

BATON ROUGE TRANSITION (BTR.AWDAD6): From over BTR VORTAC via BTR R-135 to AWDAD INT. Thence. . . .
LAFAYETTE TRANSITION (LFT.AWDAD6): From over LFT VOTRAC via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . . .
LAKE CHARLES TRANSITION (LCH.AWDAD6): From over LCH VORTAC via LCH R-080 and LFT R-264 to LFT VORTAC then via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . . .
. . . . from over AWDAD INT via RQR R-273 to VOODO INT. Thence. . . .
LANDING LOUIS ARMSTRONG RWY 10: Intercept I-MSY localizer and expect clearance for ILS RWY 10 approach.
LANDING OTHER: Expect vectors to final approach course.



AWDAD SIX ARRIVAL

(AWDAD. AWDAD6) 08045

ST-609 (FAA)

NEW ORLEANS, LOUISIANA

LOC/DME I-NEW	APP CRS	Rwy ldg	6639
111.3	177°	TDZE	8
Chan 50		Apt Elev	8

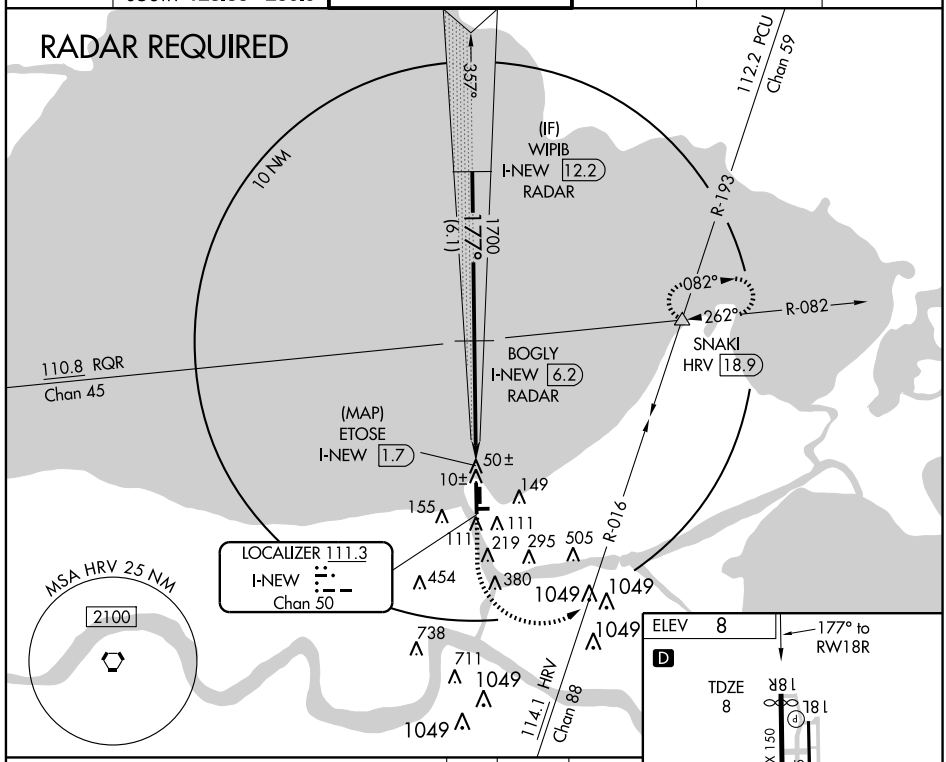
ILS or LOC RWY 18R

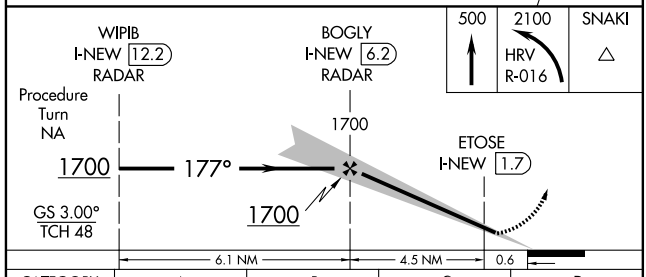
NEW ORLEANS/ LAKEFRONT (NEW)

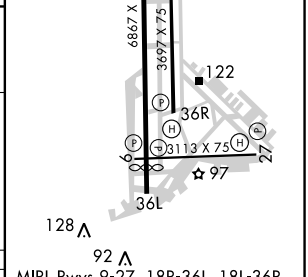
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase DA 29 feet and all MDAs 40 feet, increase S-ILS 18R visibility all Cats ¼ mile, and circling Cat D visibility ¼ mile. Visibility reduction by helicopters NA. DME or RADAR required.

MISSED APPROACH: Climb to 500 then climbing left turn to 2100 via HRV VORTAC R-016 to SNAKI INT and hold.

ATIS	NEW ORLEANS APP CON	LAKEFRONT TOWER *	GND CON	CLNC DEL	UNICOM
124.9	NORTH 133.15 290.3 SOUTH 123.85 256.9	119.9 (CTAF)	121.7	127.4	122.95







MIRL Rwys 9-27, 18R-36L, 18L-36R
REIL Rwys 9, 18L, 36L and 36R

CATEGORY	A	B	C	D
S-ILS 18R	258-¾ 250 (300-¾)			
S-LOC 18R	300-1 292 (300-1)			
CIRCLING	520-1 512 (600-1)		520-1½ 512 (600-1½)	660-2 652 (700-2)

FAF to MAP 4.5 NM

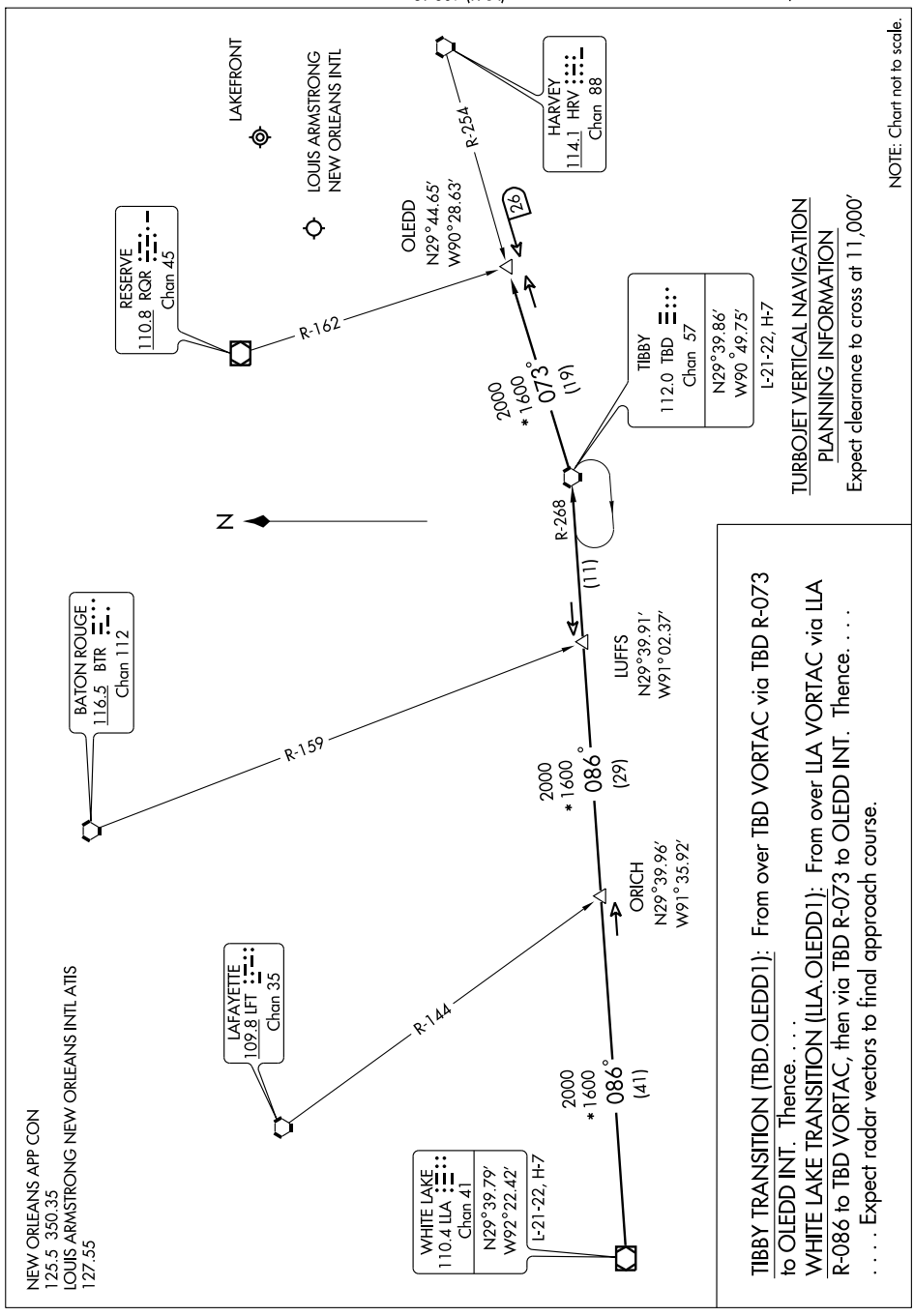
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-4, 17 DEC 2009 to 14 JAN 2010

OLEDD ONE ARRIVAL

ST-609 (FAA)

NEW ORLEANS, LOUISIANA



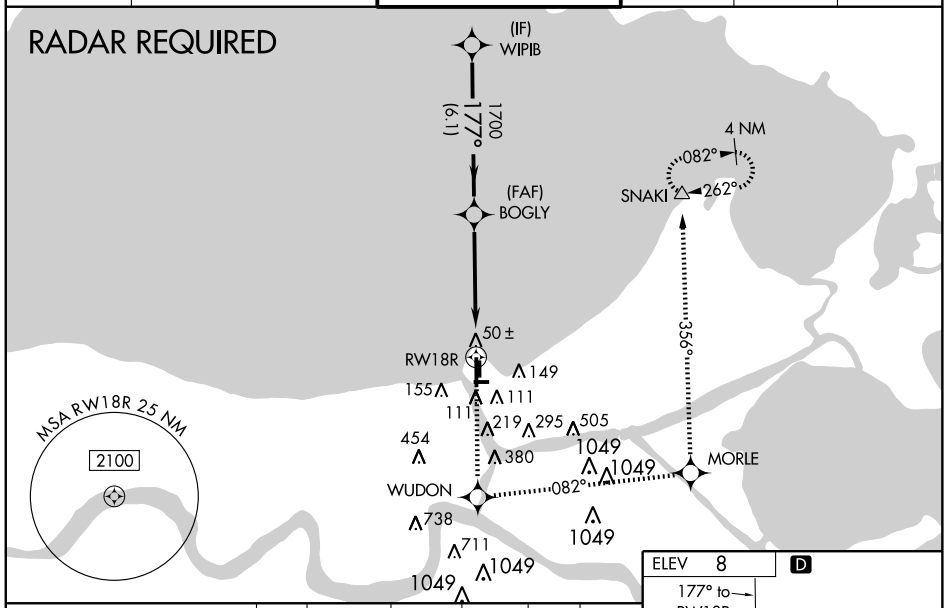
WAAS CH 61302 W18A	APP CRS 177°	Rwy ldg 6639 TDZE 8 Apt Elev 8

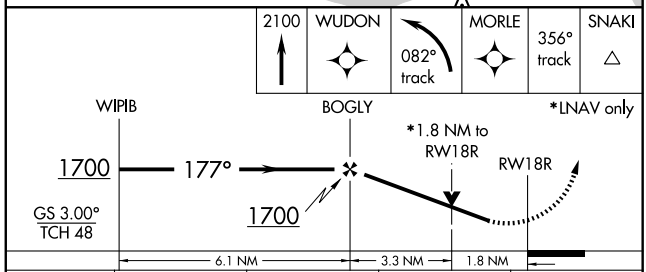
RNAV (GPS) RWY 18R
NEW ORLEANS/ LAKEFRONT (NEW)

When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. Increase LNAV/VNAV visibility all Cats ¼ mile. Increase LNAV and circling Cat C/D visibility ¼ mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

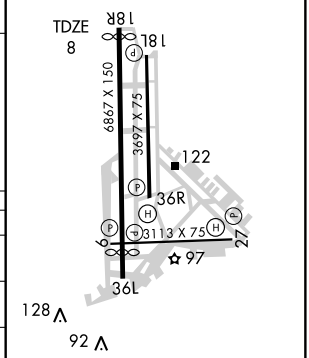
MISSED APPROACH: Climb to 2100 direct WUDON and left turn via 082° track to MORLE and via 356° track to SNAKI and hold.

ATIS	NEW ORLEANS APP CON	LAKEFRONT TOWER ★	GND CON	CLNC DEL	UNICOM
124.9	NORTH 133.15 290.3 SOUTH 123.85 256.9	119.9 (CTAF)	121.7	127.4	122.95





CATEGORY	A	B	C	D
LPV DA	332-1¼ 324 (400-1¼)			
LNAV/VNAV DA	524-1¾ 516 (600-1¾)			
LNAV MDA	640-1 632 (700-1)		640-1¾ 632 (700-1¾)	640-2 632 (700-2)
CIRCLING	640-1 632 (700-1)		640-1¾ 632 (700-1¾)	660-2 652 (700-2)



MIRL Rwys 9-27, 18R-36L and 18L-36R
REIL Rwys 9, 18L, 36L and 36R

SC-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 86913 W36A	APP CRS 357°	Rwy ldg 6047 TDZE 8 Apt Elev 8

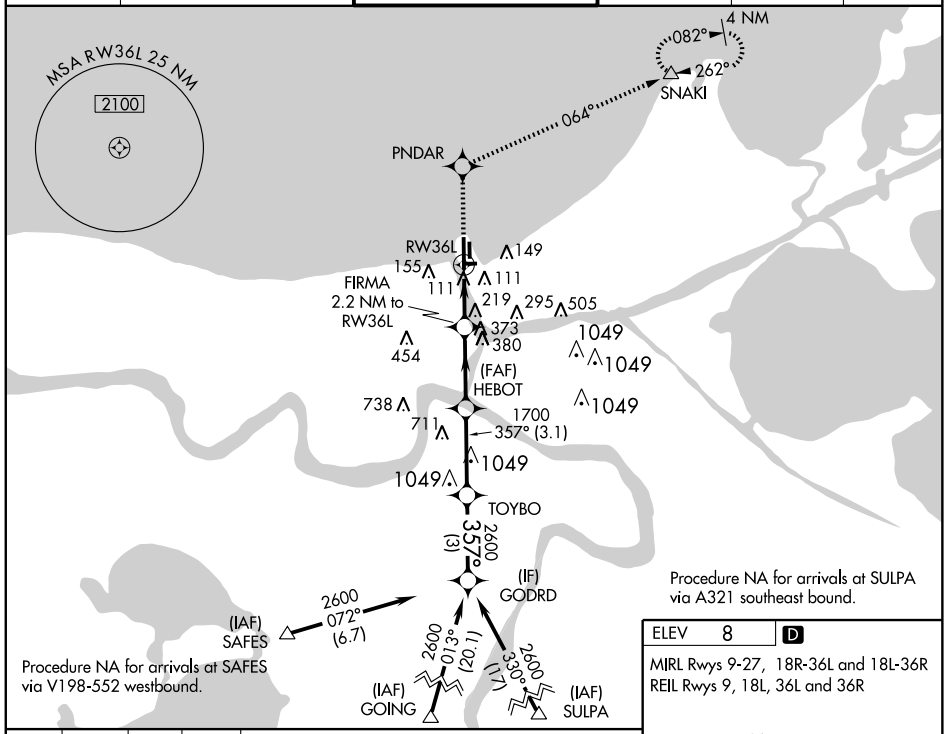
RNAV (GPS) RWY 36L

NEW ORLEANS/ LAKEFRONT (NEW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LNAV Cat C/D and Circling Cat D visibilities ¼ mile. VDP and Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

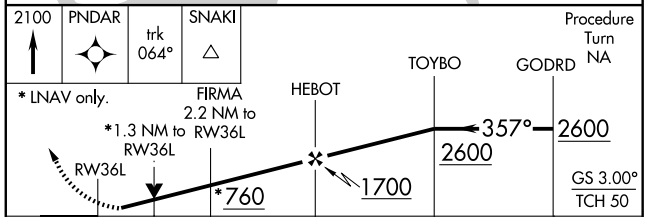
MISSED APPROACH: Climb to 2100 direct PNDAR and via track 064° to SNAKI and hold.

ATIS	NEW ORLEANS APP CON	LAKEFRONT TOWER ★	GND CON	CLNC DEL	UNICOM
124.9	NORTH 133.15 290.3 SOUTH 123.85 256.9	119.9 (CTAF)	121.7	127.4	122.95



Procedure NA for arrivals at SULPA via A321 southeast bound.

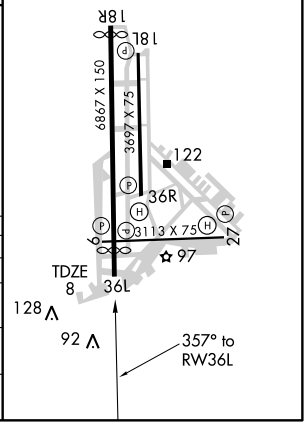
Procedure NA for arrivals at SAFES via V198-552 westbound.



CATEGORY	A	B	C	D
LPV DA	340-1¼ 332 (400-1¼)			
LNAV/VNAV DA	431-1½ 423 (500-1½)			
LNAV MDA	480-1 472 (500-1)		480-1¼ 472 (500-1¼)	480-1½ 472 (500-1½)
CIRCLING	520-1 512 (600-1)		520-1½ 512 (600-1½)	660-2 652 (700-2)

ELEV 8 D

MIRL Rwys 9-27, 18R-36L and 18L-36R
REIL Rwys 9, 18L, 36L and 36R

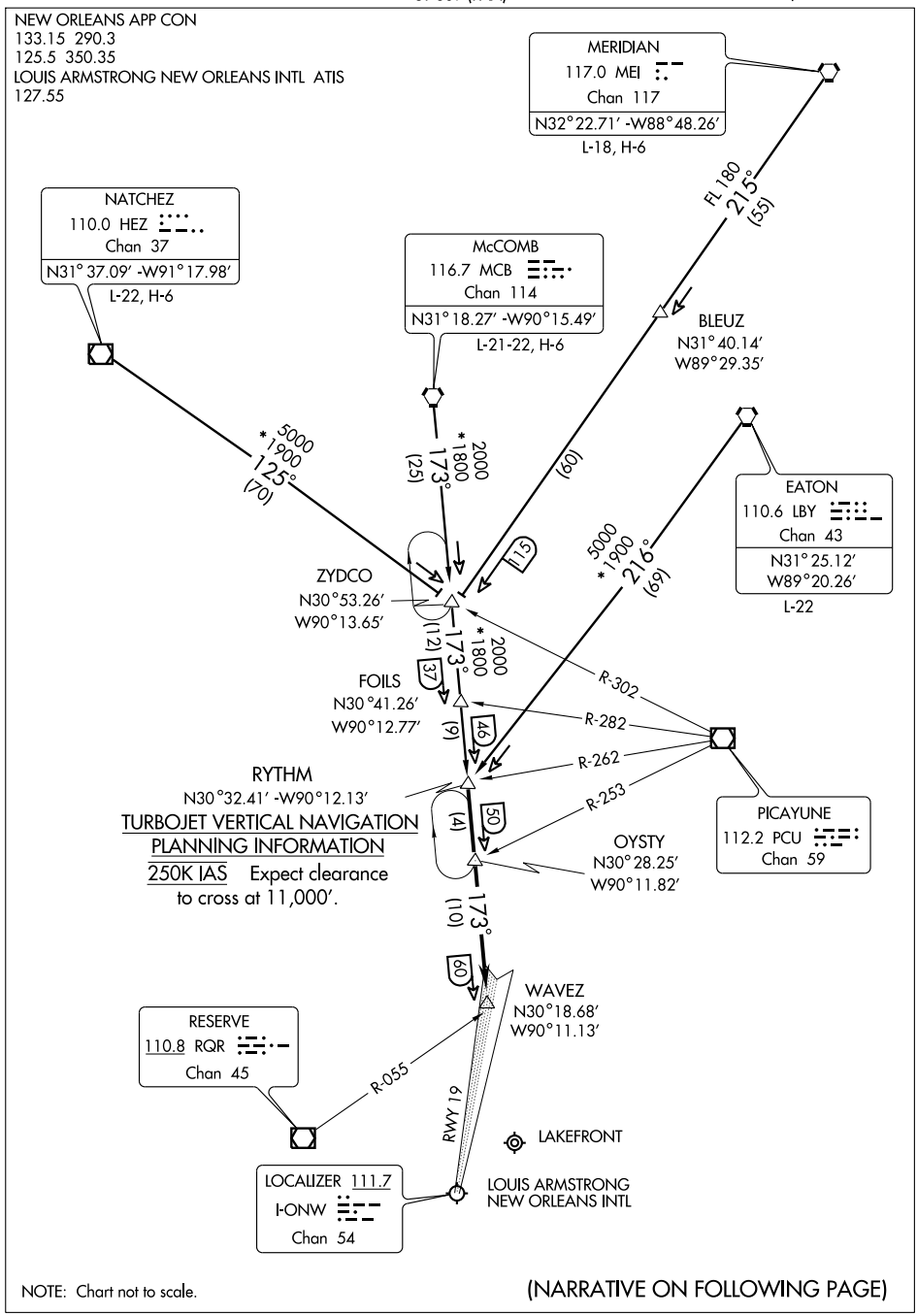


(RYTHM.RYTHM3) 07298

RYTHM THREE ARRIVAL

ST-609 (FAA)

NEW ORLEANS, LOUISIANA



NOTE: Chart not to scale.

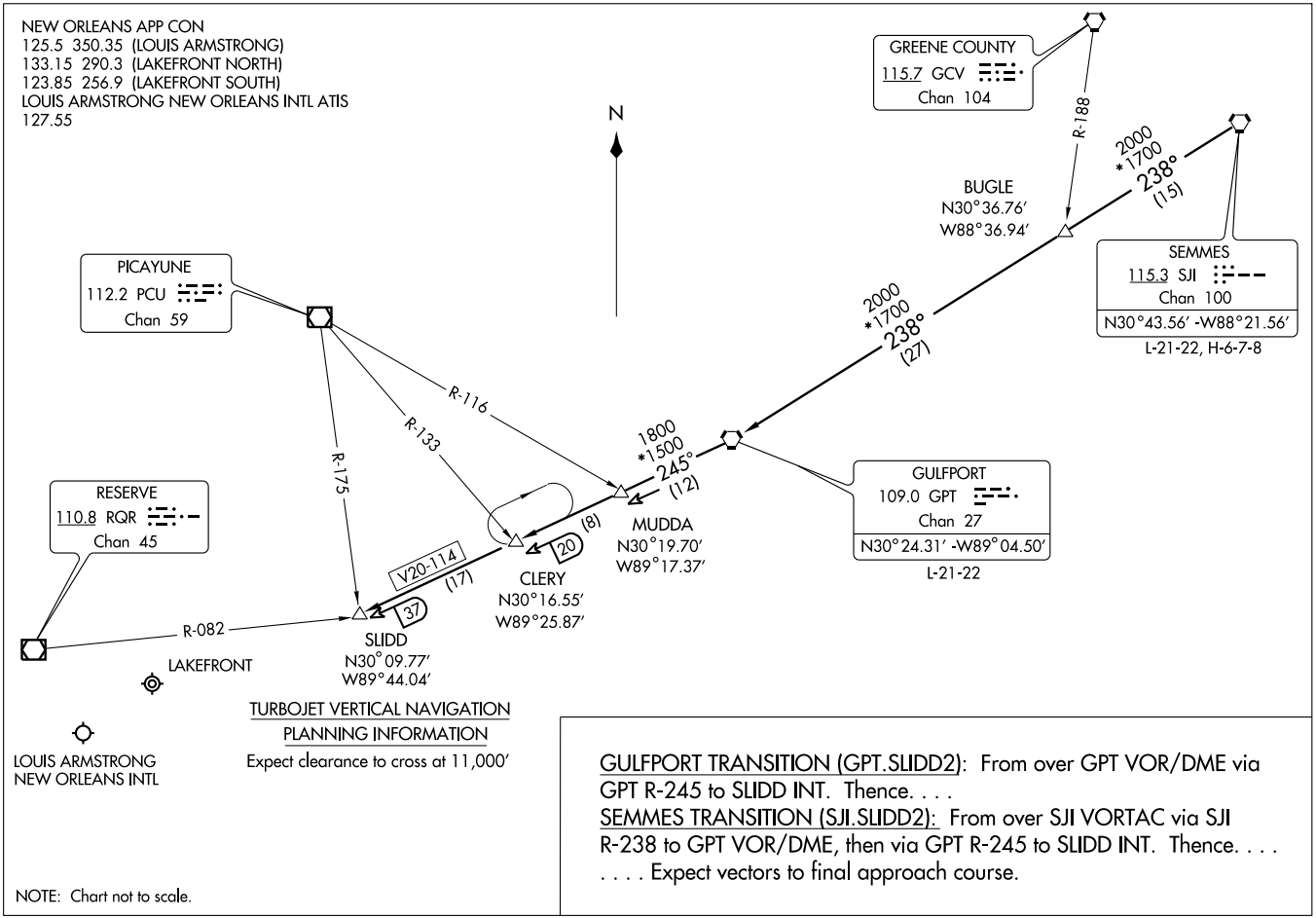
(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

EATON TRANSITION (LBY.RYTHM3): From over LBY VORTAC via LBY R-216 to RYTHM INT. Thence. . . .
McCOMB TRANSITION (MCB.RYTHM3): From over MCB VORTAC via MCB R-173 to RYTHM INT. Thence. . . .
MERIDIAN TRANSITION (MEI.RYTHM3): From over MEI VORTAC via MEI R-215 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .
NATCHEZ TRANSITION (HEZ.RYTHM3): From over HEZ VOR/DME via HEZ R-125 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .
. . . . From over RYTHM INT via MCB R-173 to WAVEZ INT. Thence. . . .

LANDING LOUIS ARMSTRONG RWY 19: Intercept I-ONW localizer course and expect clearance for LOC Rwy approach.
LANDING OTHER: Expect vectors to final approach course.

SLIDD TWO ARRIVAL



VORTAC HRV	APP CRS	Rwy ldg	6047
114.1	351°	TDZE	8
Chan 88		Apt Elev	8

VOR/DME RWY 36L

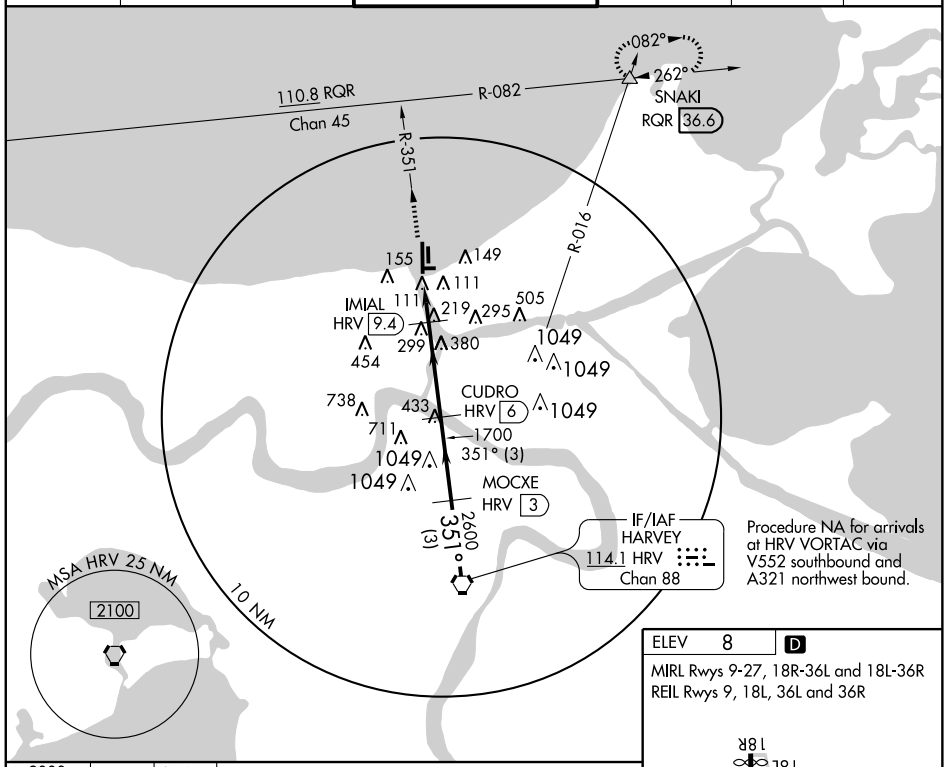
NEW ORLEANS/ LAKEFRONT (NEW)

Visibility reduction by helicopters NA.

When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 40 feet and increase S-36L Cat C/D and Circling Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 2000 via HRV R-351 and RQR R-082 to SNAKI INT/RQR 36.6 DME and hold.

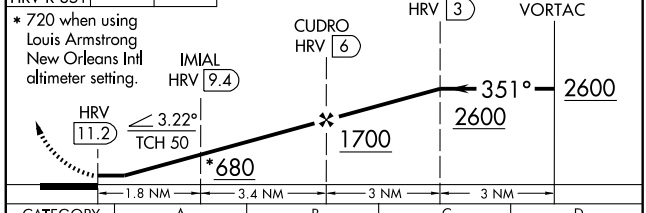
ATIS	NEW ORLEANS APP CON		LAKEFRONT TOWER ★	GND CON	CLNC DEL	UNICOM
124.9	NORTH 133.15	290.3	119.9 (CTAF)	121.7	127.4	122.95
	SOUTH 123.85	256.9				



2000	RQR	SNAKI
HRV R-351	R-082	△

VGSI and descent angles not coincident.

Procedure Turn NA

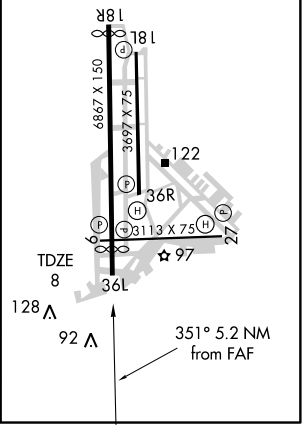


CATEGORY	A	B	C	D
S-36L	480-1 472 (500-1)		480-1¼ 472 (500-1¼)	480-1½ 472 (500-1½)
CIRCLING	520-1 512 (600-1)		520-1½ 512 (600-1½)	660-2 652 (700-2)

ELEV 8 D

MIRL Rwys 9-27, 18R-36L and 18L-36R

REIL Rwys 9, 18L, 36L and 36R



LOC I-HZR	APP CRS	Rwy ldg	5003
111.9	360°	TDZE	37
		Apt Elev	40

LOC RWY 36

NEW ROADS/ FALSE RIVER RGNL (HZR)

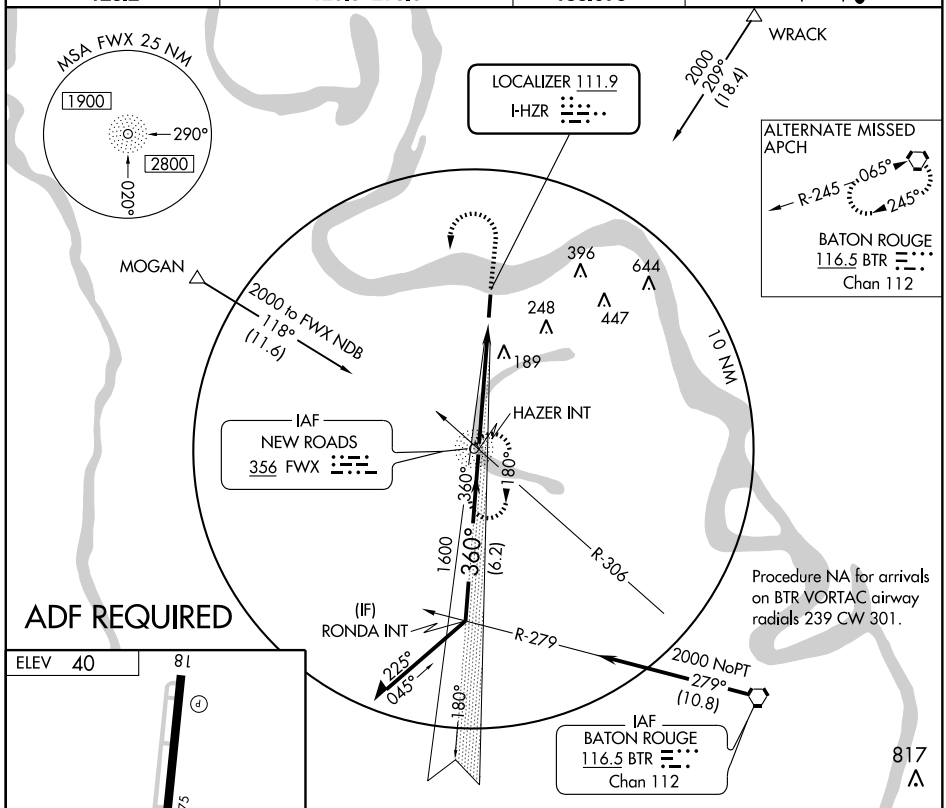
T NA

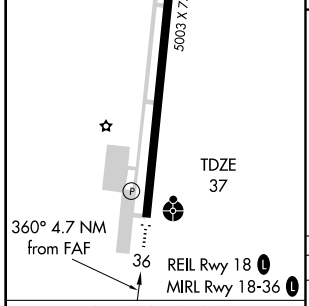
Inoperative table does not apply. ADF required. Visibility reduction by helicopters NA. Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all MDA 60 feet, and increase S-36 Cat D and circling Cat C visibility ¼ mile.

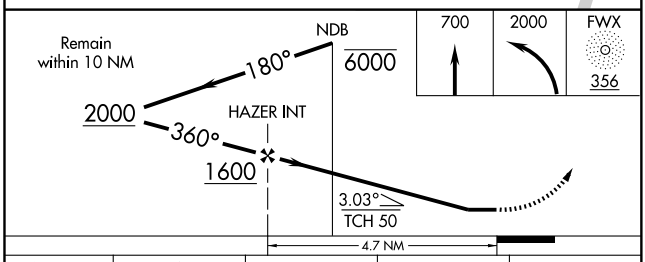
ODALS

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct FWX NDB and hold.

BATON ROUGE ASOS	BATON ROUGE APP CON ★	GCO	UNICOM
125.2	120.3 278.3	135.075	122.8 (CTAF) L







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-36	540-1 503 (500-1)		540-1½ 503 (500-1½)	
CIRCLING	540-1 500 (500-1)		600-1½ 560 (600-1½)	600-2 560 (600-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

NDB FWX	APP CRS	Rwy ldg	5003
356	002°	TDZE	37
		Apt Elev	40

NDB RWY 36

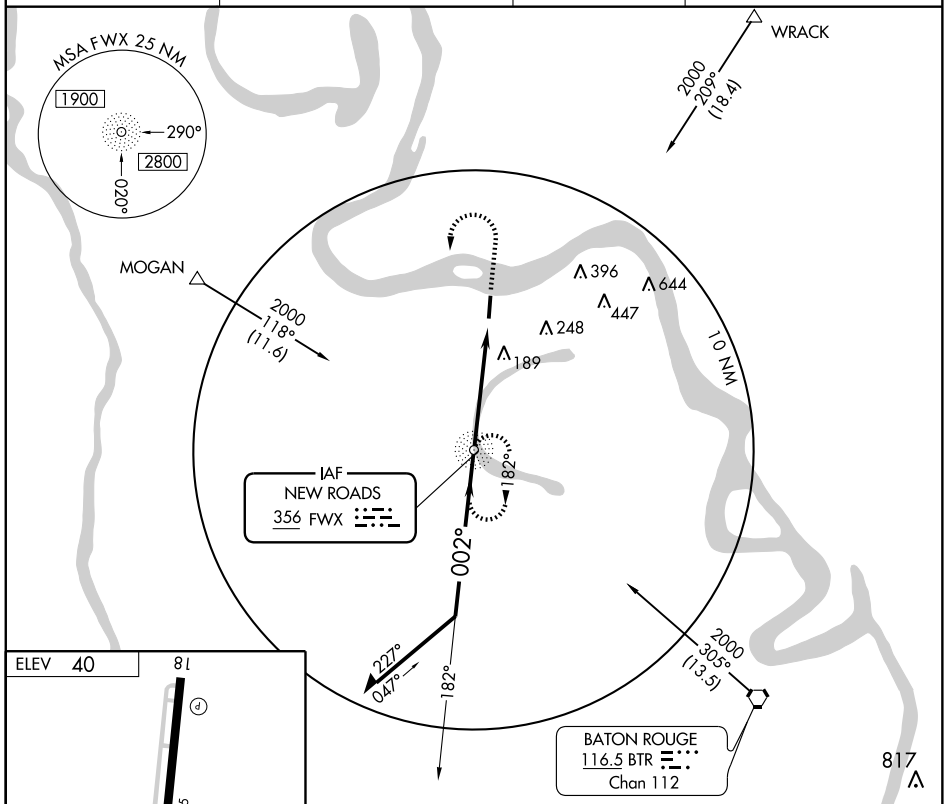
NEW ROADS/FALSE RIVER RGNL (HZR)

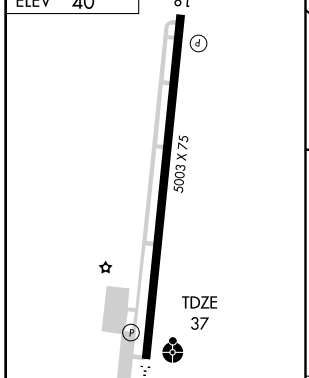
NA Inoperative table does not apply. Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all MDA 60 feet, and increase S-36 Cats C and D and circling Cat C visibility ¼ mile.

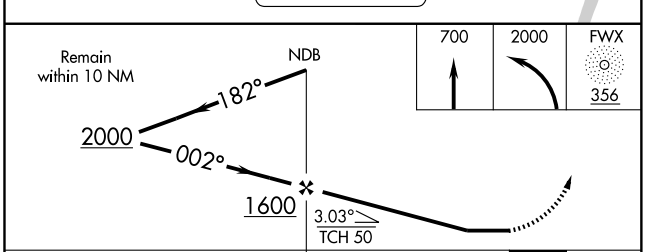
ODALS

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct FWX NDB and hold.

BATON ROUGE ASOS	BATON ROUGE APP CON ★	GCO	UNICOM
125.2	120.3 278.3	135.075	122.8 (CTAF) L







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-36	600-1 563 (600-1)		600-1½ 563 (600-1½)	600-1¾ 563 (600-1¾)
CIRCLING	600-1 560 (600-1)		600-1½ 560 (600-1½)	600-2 560 (600-2)

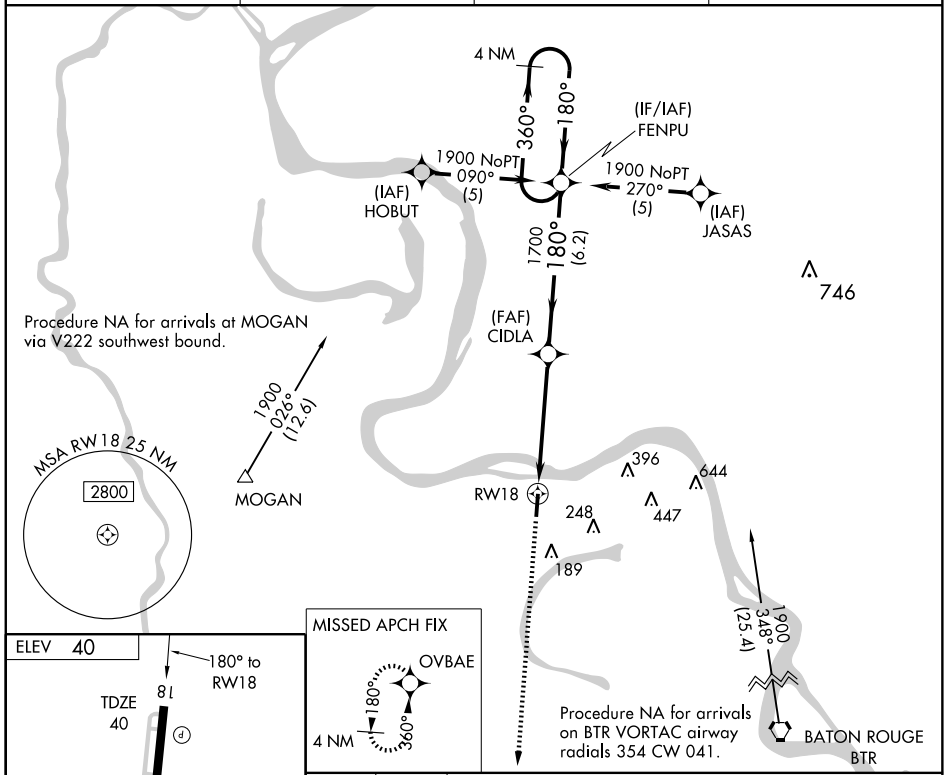
APP CRS	Rwy ldg	5003
180°	TDZE	40
	Apt Elev	40

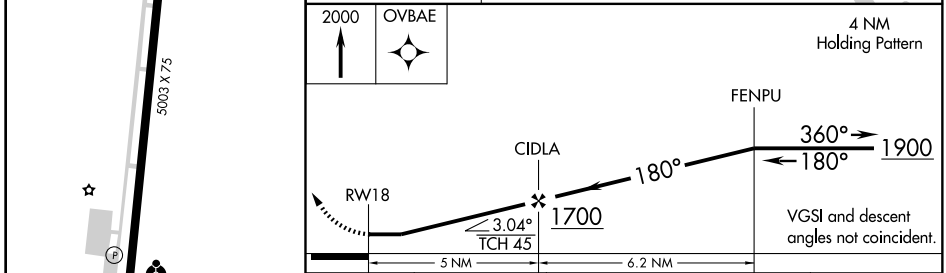
RNAV (GPS) RWY 18
NEW ROADS/FALSE RIVER RGNL (HZR)

NA DME/DMERNP-0.3 NA. Visibility reduction by helicopters NA. Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all MDA 60 feet and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct OVBAE and hold.

BATON ROUGE ASOS	BATON ROUGE APP CON ★	GCO	UNICOM
125.2	120.3 278.3	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	560-1 520 (600-1)		560-1½ 520 (600-1½)	560-1¾ 520 (600-1¾)
CIRCLING	560-1 520 (600-1)		600-1½ 560 (600-1½)	600-2 560 (600-2)

REIL Rwy 18 L
MIRL Rwy 18-36 L

WAAS CH 42607 W36A	APP CRS 360°	Rwy ldg 5003 TDZE 37 Apt Elev 40

RNAV (GPS) RWY 36

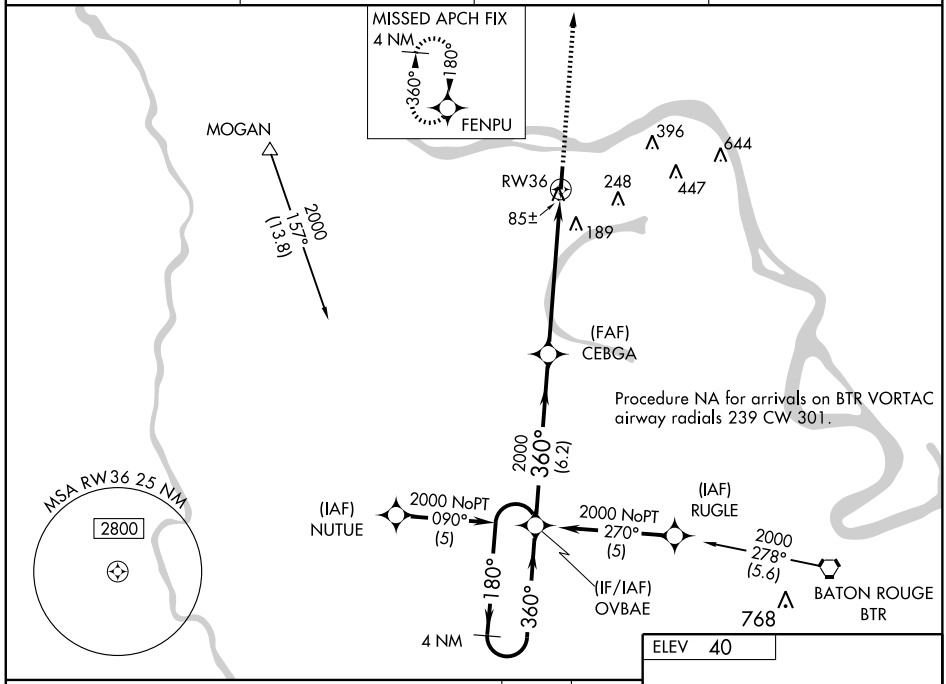
NEW ROADS/FALSE RIVER RGNL (HZR)

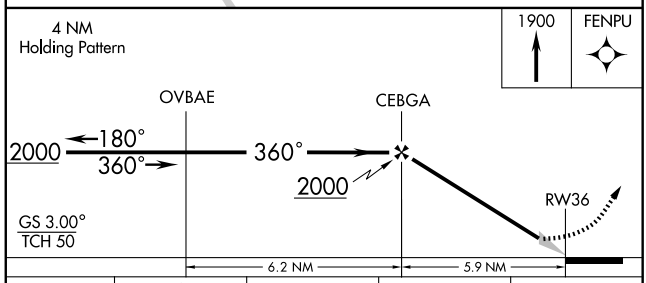
Inoperative table does not apply. BARO-VNAV NA.
NA Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

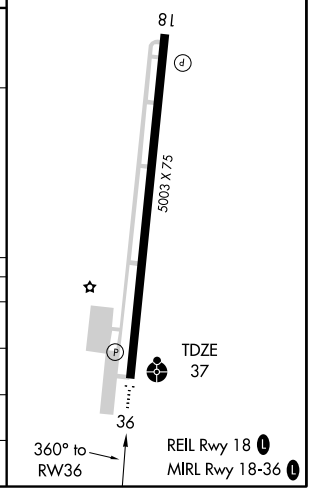
ODALS

MISSED APPROACH: Climb to 1900 direct FENPU and hold.

BATON ROUGE ASOS	BATON ROUGE APP CON ★	GCO	UNICOM
125.2	120.3 278.3	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	358-1 321 (400-1)			
LNAV/VNAV DA	396-1¼ 359 (400-1¼)			
LNAV MDA	560-1 523 (600-1)		560-1½ 523 (600-1½)	560-1¾ 523 (600-1¾)
CIRCLING	560-1 520 (600-1)		600-1½ 560 (600-1½)	600-2 560 (600-2)

VORTAC BTR	APP CRS	Rwy ldg	N/A
116.5	320°	TDZE	N/A
Chan 112		Apt Elev	40

VOR/DME-A

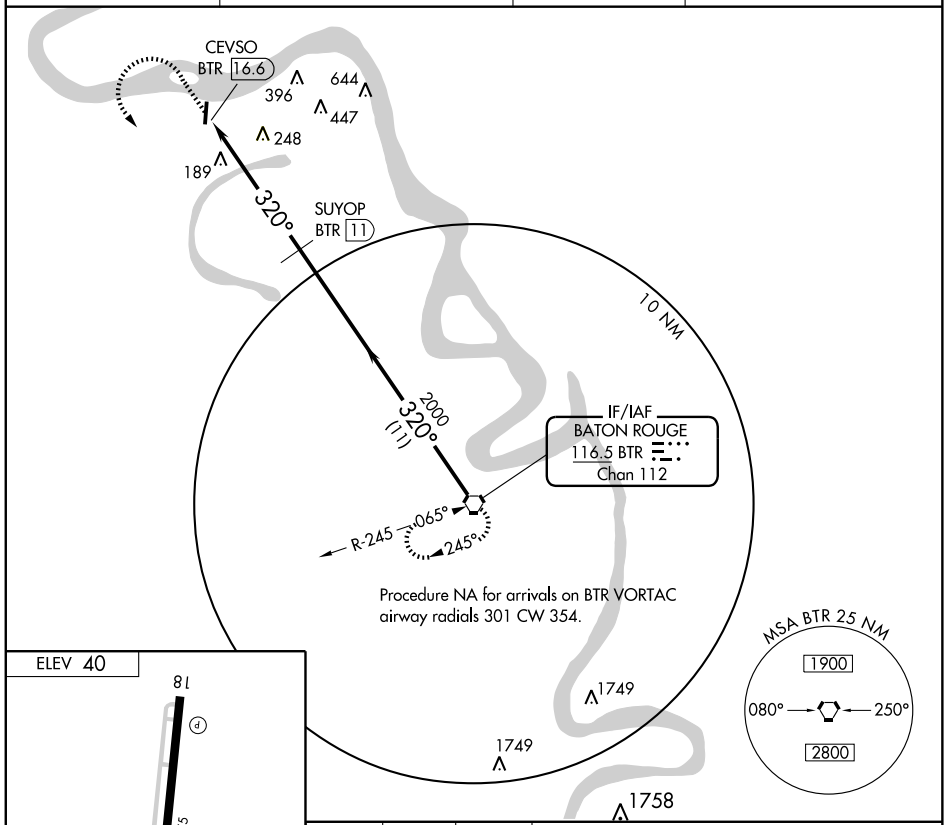
NEW ROADS/ FALSE RIVER RGNL (HZR)

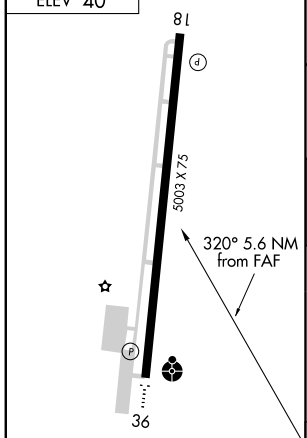
Use Baton Rouge altimeter setting; when not received, use LaFayette Rgnl altimeter setting and increase all MDA 60 feet, and increase Cat C visibility ¼ mile.

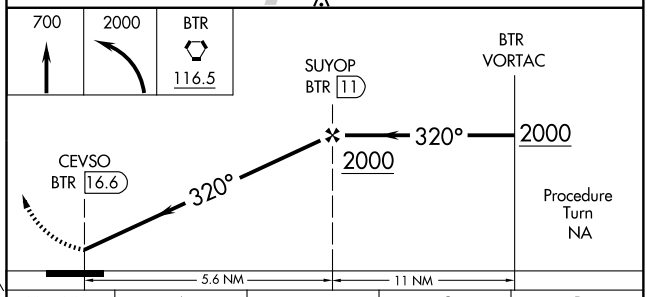
NA

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct BTR VORTAC and hold.

BATON ROUGE ASOS	BATON ROUGE APP CON★	GCO	UNICOM
125.2	120.3 278.3	135.075	122.8 (CTAF) L







REIL Rwy 18 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
CIRCLING	560-1	520 (600-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)

NDB LRR	APP CRS	Rwy ldg	4994
379	357°	TDZE	107
		Apt Elev	107

NDB RWY 36

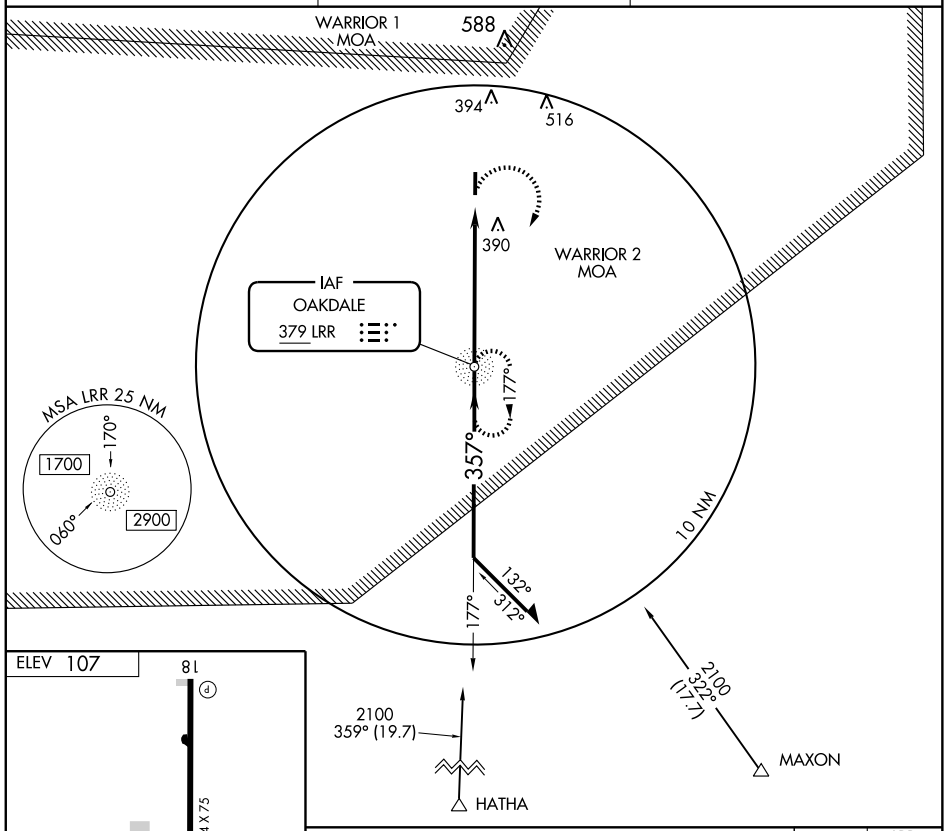
OAKDALE/ ALLEN PARISH (ACP)

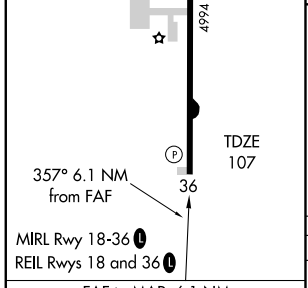
If local altimeter setting not received, use Alexandria Intl altimeter setting and increase all MDAs 100 feet.

NA

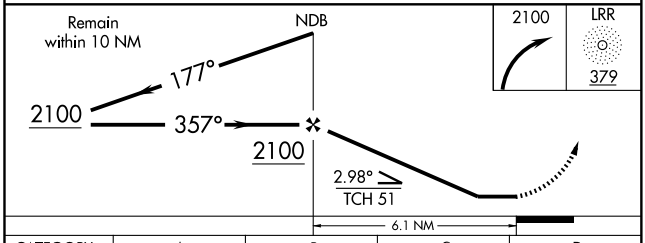
MISSED APPROACH: Climbing right turn to 2100 direct LRR NDB and hold.

AWOS-3	POLK APP CON	UNICOM
118.275	123.7 254.8	122.8 (CTAF) L





FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D
S-36	760-1 653 (700-1)		760-1¾ 653 (700-1¾)	NA
CIRCLING	760-1 653 (700-1)		760-1¾ 653 (700-1¾)	NA

WAAS CH 77914 W18A	APP CRS 177°	Rwy ldg 4994 TDZE 104 Apt Elev 107

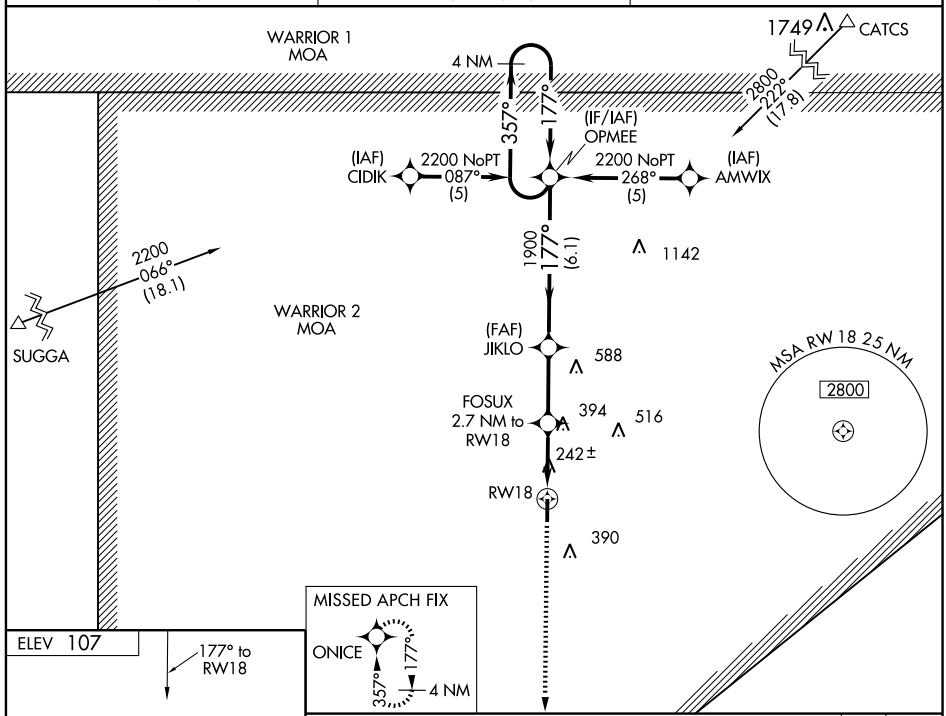
RNAV (GPS) RWY 18

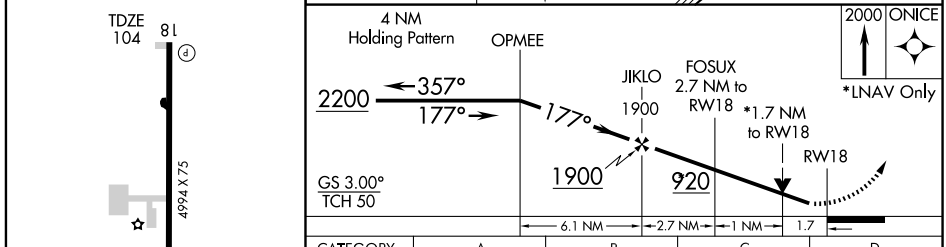
OAKDALE/ ALLEN PARISH (ACP)

Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Alexandria Intl altimeter setting. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct ONICE and hold.

AWOS-3	POLK APP CON	UNICOM
118.275	123.7 254.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	515-1½ 411 (500-1½)			NA
LNAV/ VNAV DA	549-1½ 445 (500-1½)			NA
LNAV MDA	700-1 596 (600-1)		700-1½ 596 (600-1½)	NA
CIRCLING	700-1 593 (600-1)	740-1 633 (700-1)	740-1¾ 633 (700-1¾)	NA

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

SC-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 49214 W36A	APP CRS 357°	Rwy ldg 4994 TDZE 107 Apt Elev 107

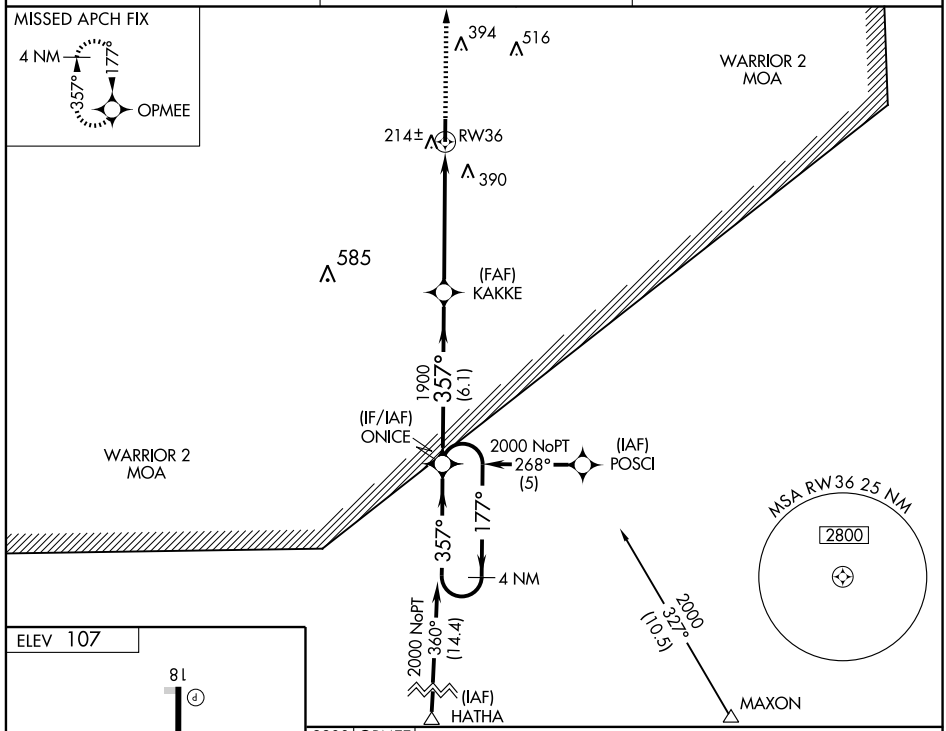
RNAV (GPS) RWY 36

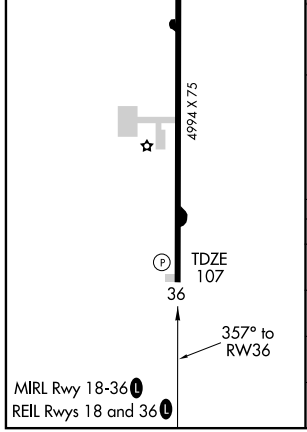
OAKDALE/ ALLEN PARISH (ACP)

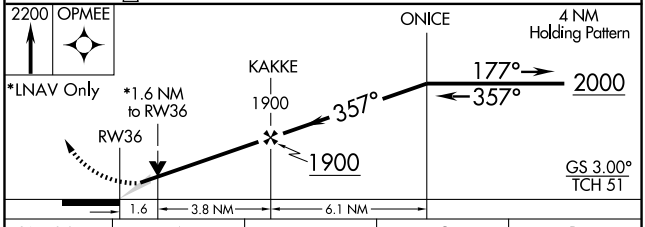
Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Alexandria Intl altimeter setting. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile, and LNAV/VNAV all Cats visibility ½ mile.

MISSED APPROACH: Climb to 2200 direct OPMEE and hold.

AWOS-3	POLK APP CON	UNICOM
118.275	123.7 254.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	413-1 306 (400-1)			NA
LNAV/ VNAV DA	702-2 595 (600-2)			NA
LNAV MDA	660-1 553 (600-1)		660-1½ 553 (600-1½)	NA
CIRCLING	660-1 553 (600-1)	740-1 633 (700-1)	740-1½ 633 (700-1½)	NA

NDB OPL	APP CRS	Rwy ldg	5849
335	176°	TDZE	71
		Apt Elev	75

NDB RWY 18

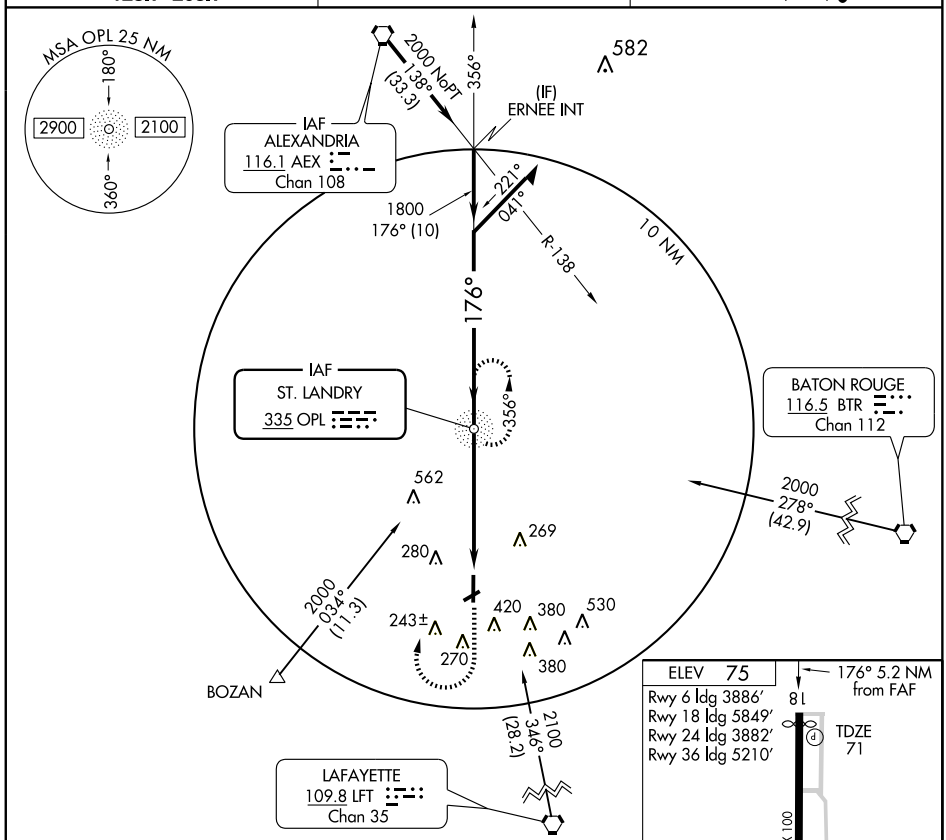
OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

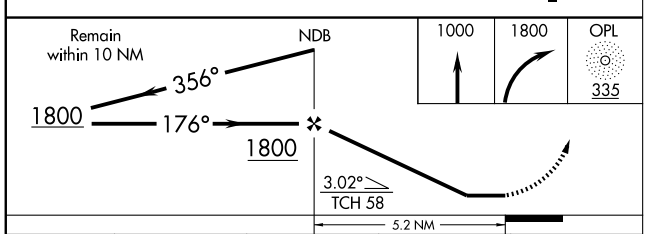
If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet.

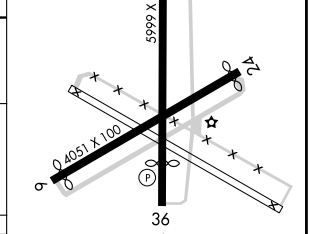
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 direct OPL NDB and hold.

LAFAYETTE APP CON★	GCO	UNICOM
128.7 268.7	135.075	123.0 (CTAF) L







REIL Rwy 18 and 36 L
MIRL Rwys 18-36 L

CATEGORY	A	B	C	D
S-18	640-1 569 (600-1)		640-1½ 569 (600-1½)	640-1¾ 569 (600-1¾)
CIRCLING	780-1 705 (800-1)		780-2 705 (800-2)	780-2¼ 705 (800-2¼)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	5849
176°	TDZE	71
	Apt Elev	75

RNAV (GPS) RWY 18

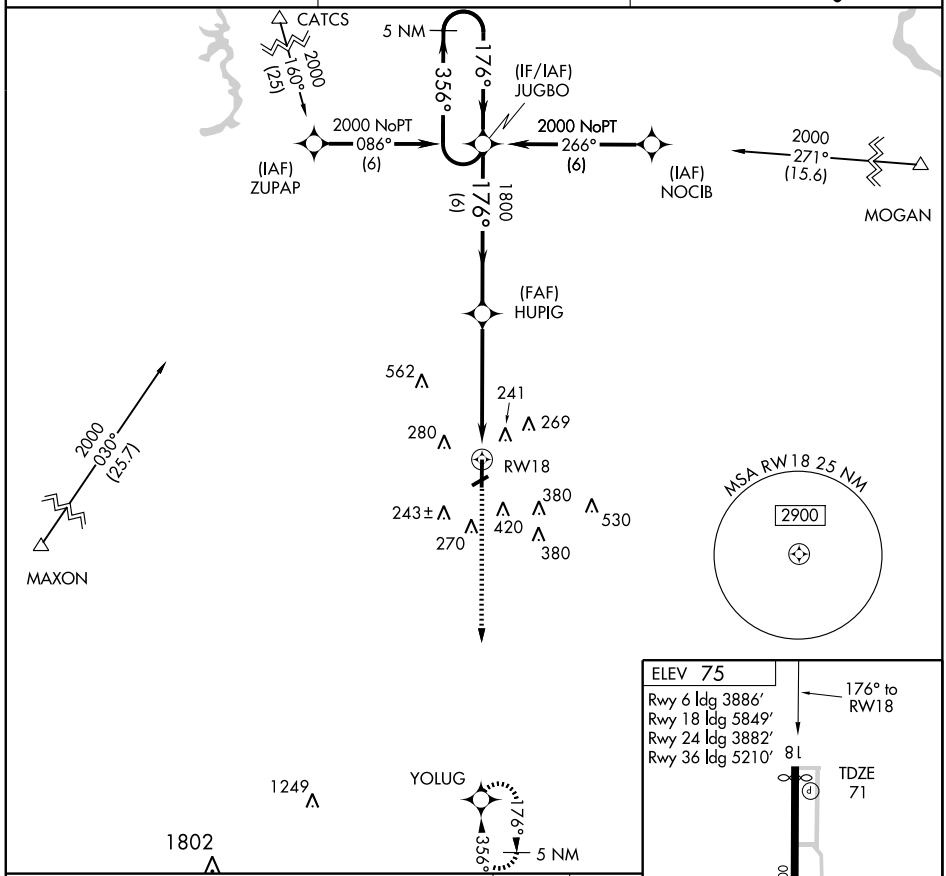
OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

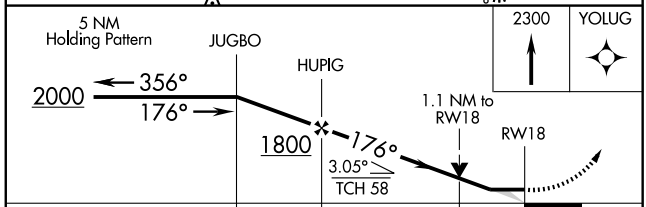
NA

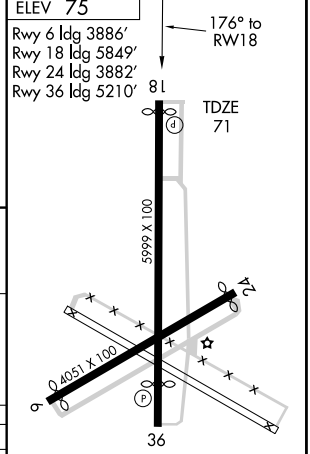
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA when using Lafayette Rgnl altimeter setting.

MISSED APPROACH: Climb to 2300 direct YOLUG and hold.

LAFAYETTE APP CON ★	GCO	UNICOM
128.7 268.7	135.075	123.0 (CTAF) L







REIL Rwys 18 and 36 L
MIRL Rwys 18-36 L

CATEGORY	A	B	C	D
LNAV MDA	480-1	409 (500-1)	480-1¼	409 (500-1¼)
CIRCLING	780-1	705 (800-1)	780-2 705 (800-2)	780-2¼ 705 (800-2¼)

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APP CRS	Rwy ldg	5210
356°	TDZE	74
	Apt Elev	75

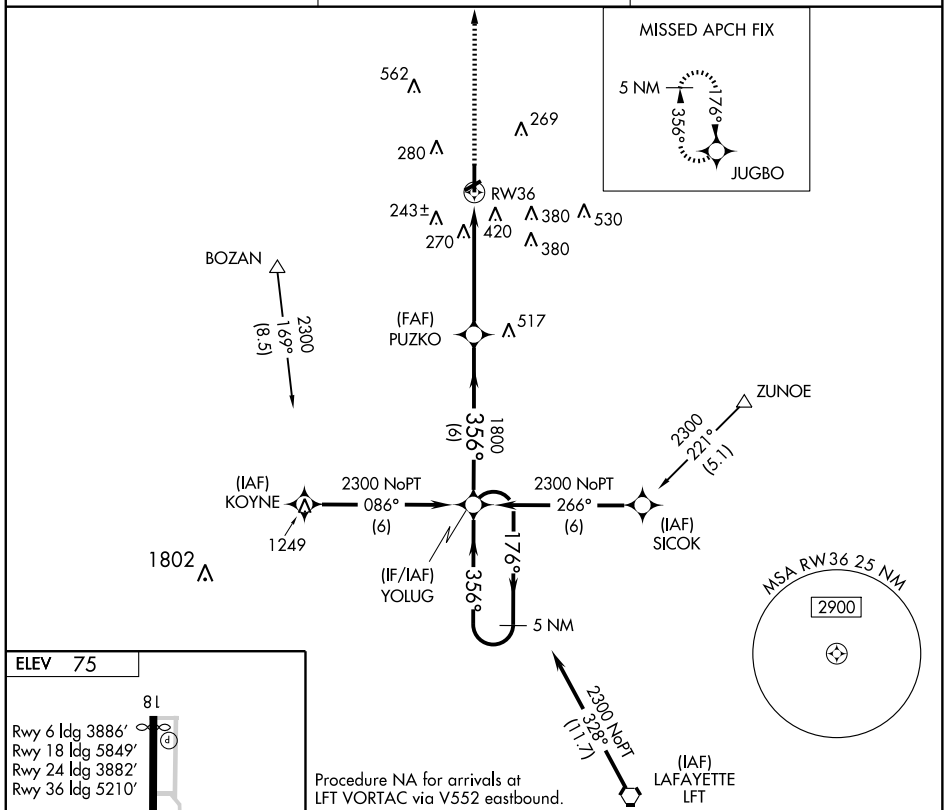
RNAV (GPS) RWY 36

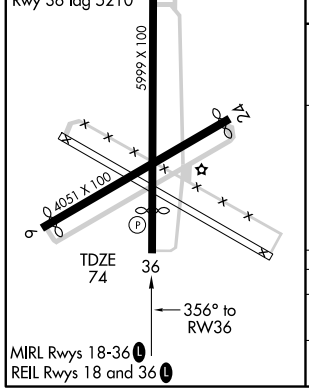
OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

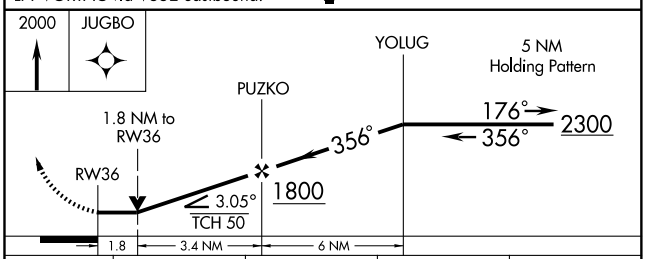
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA when using Lafayette Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct JUGBO and hold.

LAFAYETTE APP CON ★	GCO	UNICOM
128.7 268.7	135.075	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	700-1 626 (700-1)		700-1¾ 626 (700-1¾)	700-2 626 (700-2)
CIRCLING	780-1 705 (800-1)		780-2 705 (800-2)	780-2¼ 705 (800-2¼)

VORTAC LFT	APP CRS	Rwy ldg	5210
109.8	343°	TDZE	74
Chan 35		Apt Elev	75

VOR/DME RWY 36

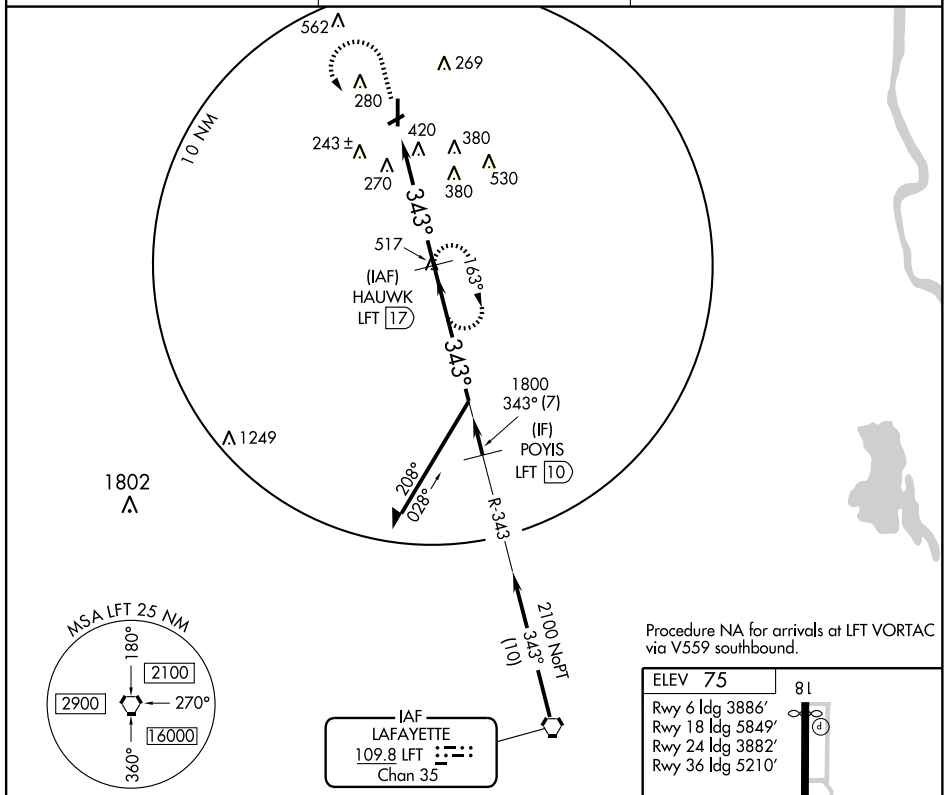
OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

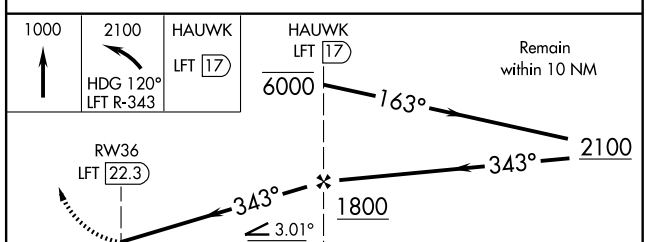
NA

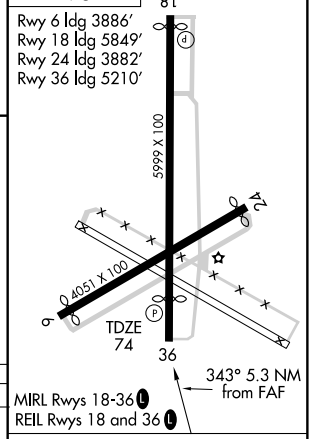
MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 via heading 120° and LFT R-343 and LFT R-343 to HAUWK 17 DME and hold.

LAFAYETTE APP CON ★	GCO	UNICOM
128.7 268.7	135.075	123.0 (CTAF) L



Procedure NA for arrivals at LFT VORTAC via V559 southbound.





CATEGORY	A	B	C	D
S-36	720-1 646 (700-1)	720-1¼ 646 (700-1¼)	720-1¾ 646 (700-1¾)	720-2 646 (700-2)
CIRCLING	780-1 705 (800-1)	780-1¼ 705 (800-1¼)	780-2 705 (800-2)	780-2¼ 705 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

SC-4, 17 DEC 2009 to 14 JAN 2010

LOC I-PTN	APP CRS	Rwy ldg	5399
108.3	238°	TDZE	9
Chan 20		Apt Elev	9

ILS RWY 24

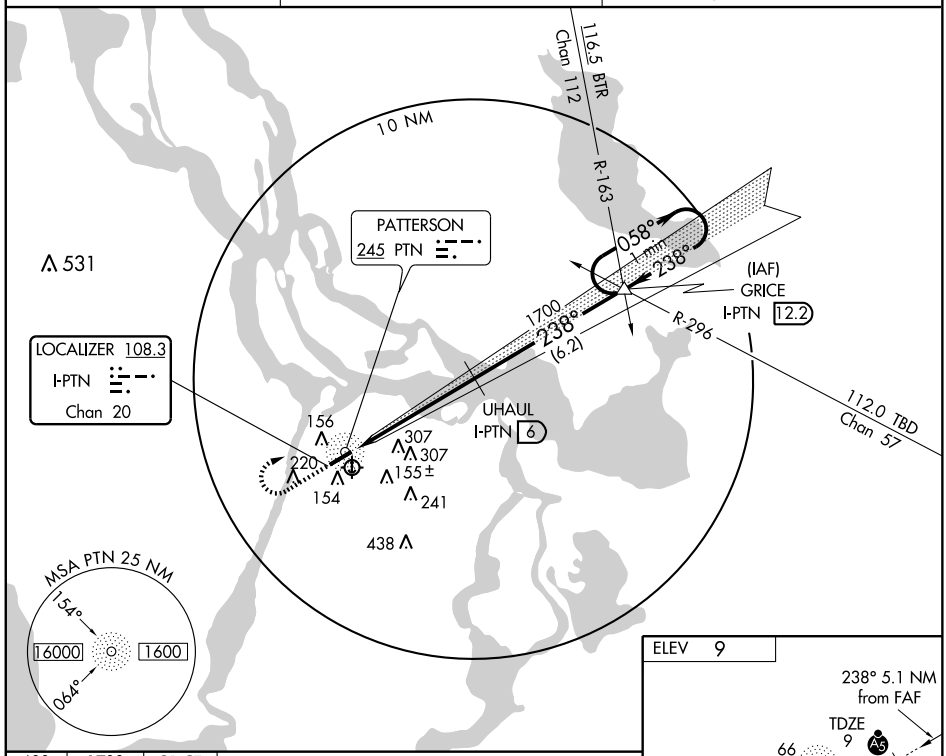
PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)

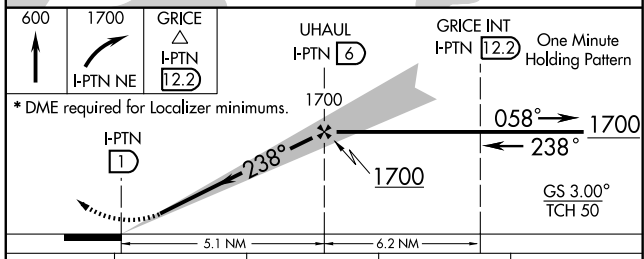
NA

MALSR

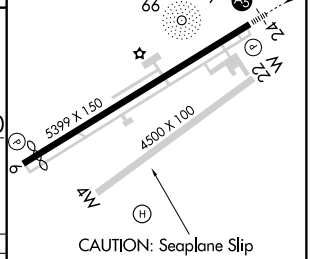
MISSED APPROACH: Climb to 600 then climbing right turn to 1700 via I-PTN NE course to GRICE Int/I-PTN 12.2 DME and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
134.575	124.3 256.9	122.8 (CTAF) L (MIRL RWY 6-24) 122.9 L (MIRL RWY 4W-22W)





* DME required for Localizer minimums.



CATEGORY	A	B	C	D
S-ILS 24	209-½ 200 (200-½)			NA
S-LOC 24 *	400-½ 391 (400-½)			NA
CIRCLING	520-1 511 (600-1)	580-1 571 (600-1)	620-1¾ 611 (700-1¾)	NA

MIRL Rwy 6-24 L
REIL Rwy 6 L

SC-4, 17 DEC 2009 to 14 JAN 2010

NDB PTN	APP CRS	Rwy ldg	5005
245	052°	TDZE	9
		Apt Elev	9

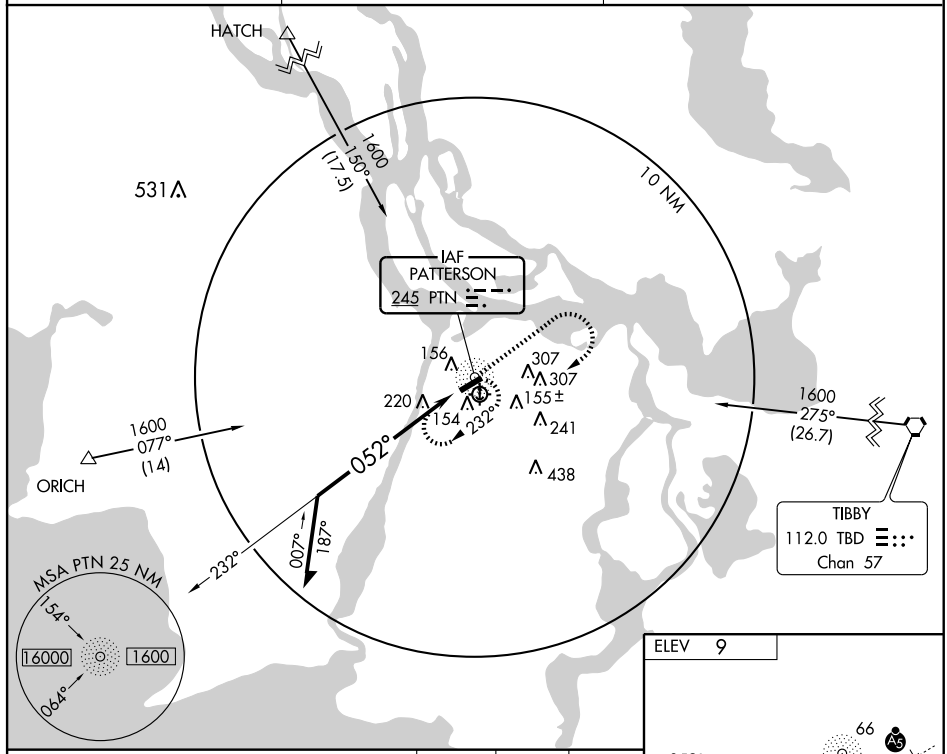
NDB RWY 6

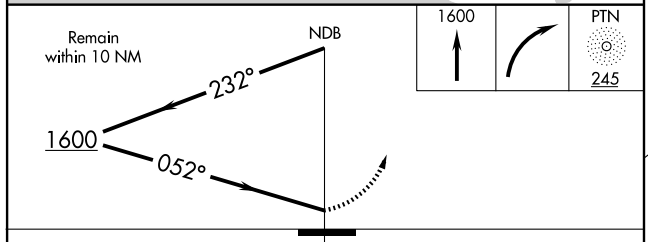
PATTERSON/HARRY P. WILLIAMS MEMORIAL (PTN)

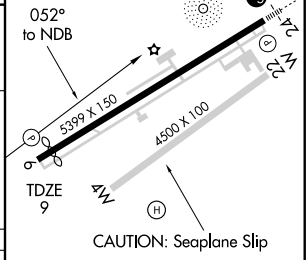
NA

MISSED APPROACH: Climb to 1600, then right turn direct PTN NDB and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
134.575	124.3 256.9	122.8 (CTAF) L (MIRL RWY 6-24) 122.9 L (MIRL RWY 4W-22W)







CATEGORY	A	B	C	D
S-6	640-1 631 (700-1)		640-1¾ 631 (700-1¾)	NA
CIRCLING	640-1 631 (700-1)		640-1¾ 631 (700-1¾)	NA

MIRL Rwy 6-24 L
REIL Rwy 6 L

SC-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	5005
058°	TDZE	9
	Apt Elev	9

RNAV (GPS) RWY 6

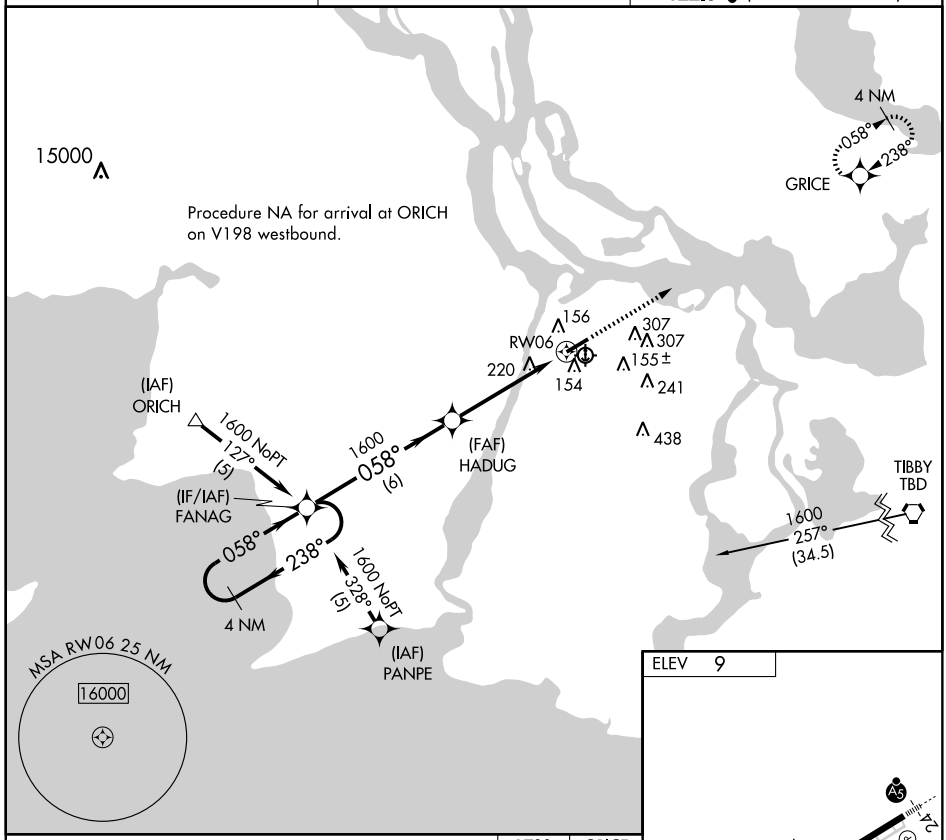
PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)

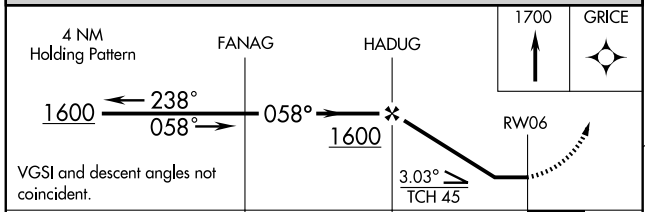
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. When VGSI inoperative, straight-in/circling Rwy 6 procedure NA at night.

NA

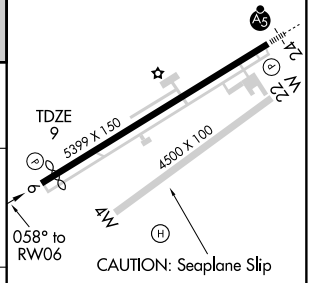
MISSED APPROACH: Climb to 1700 direct GRICE WP and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
134.575	124.3 256.9	122.8 (CTAF) L (MIRL RWY 6-24) 122.9 L (MIRL RWY 4W-22W)





VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNAV MDA	540-1 531 (600-1)		540-1½ 531 (600-1½)	NA
CIRCLING	540-1 531 (600-1)	580-1 571 (600-1)	620-1¾ 611 (700-1¾)	NA

REIL Rwy 6 L
MIRL Rwy 6-24 L

SC-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	5399
238°	TDZE	9
	Apt Elev	9

RNAV (GPS) RWY 24

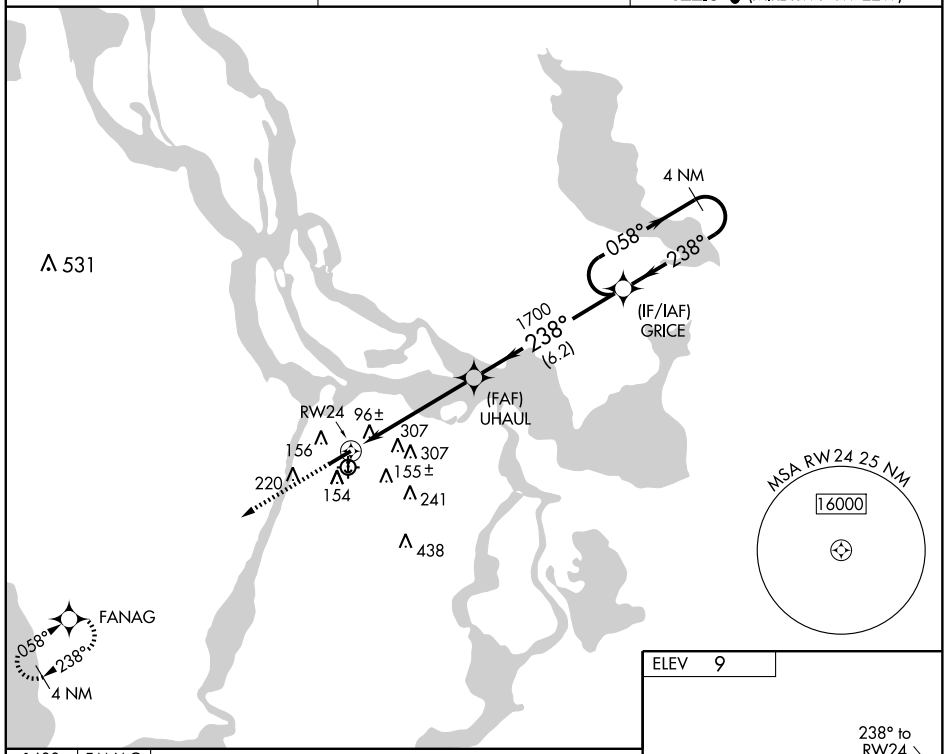
PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)

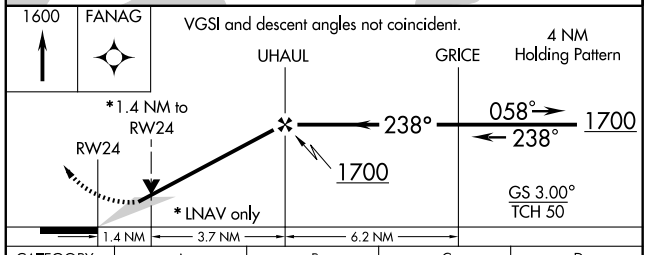
BARO VNAV NA below -15°C (5°F). When VGSI inoperative, circling Rwy 6 NA at night.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSR

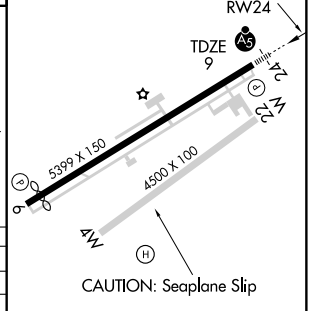
MISSED APPROACH: Climb to 1600 direct FANAG WP and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
134.575	124.3 256.9	122.8 (CTAF) L (MIRL RWY 6-24) 122.9 L (MIRL RWY 4W-22W)





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	380-¾ 371 (400-¾)			NA
LNAV MDA	500-½ 491 (500-½)		500-¾ 491 (500-¾)	NA
CIRCLING	520-1¼ 511 (600-1¼)	580-1¼ 571 (600-1¼)	620-1¾ 611 (700-1¾)	NA



REIL Rwy 6 L
MIRL Rwy 6-24 L

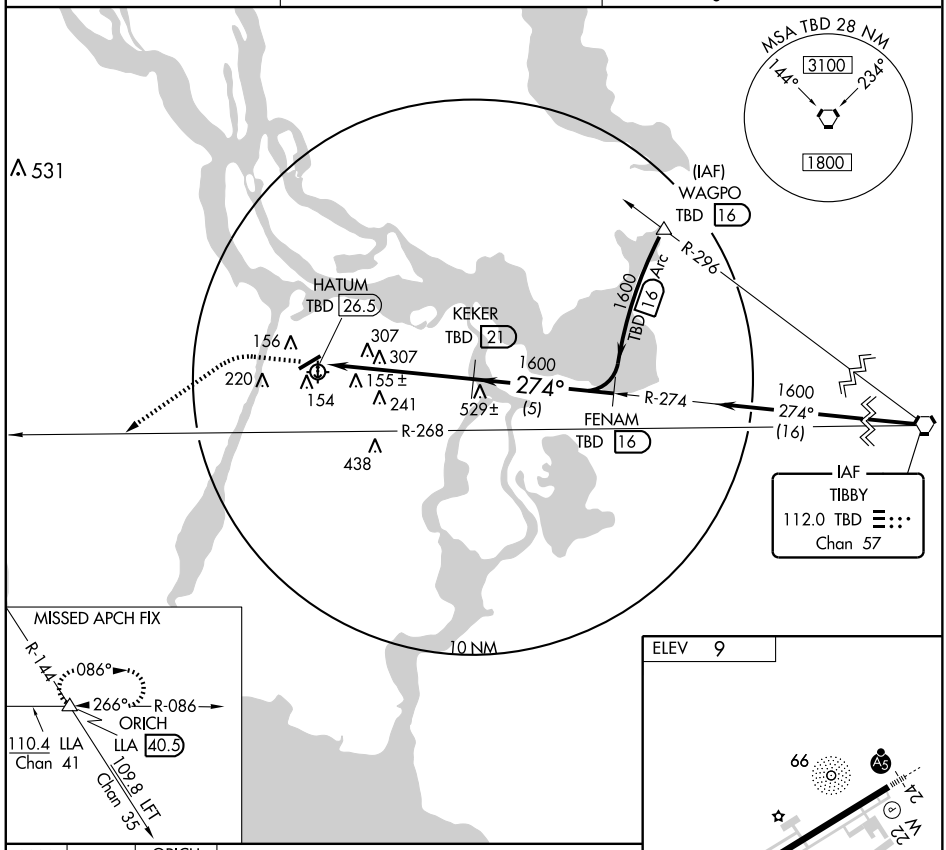
VORTAC TBD 112.0 Chan 57	APP CRS 274°	Rwy ldg N/A TDZE N/A Apt Elev 9

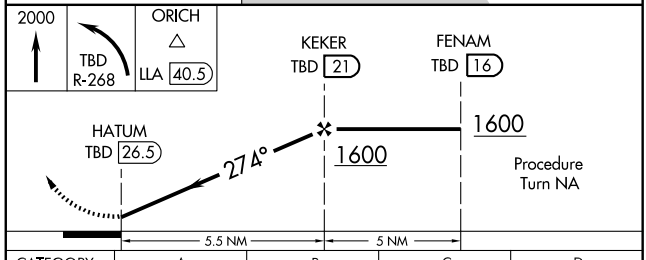
VOR/DME-A

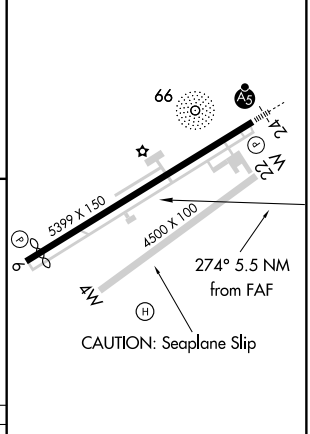
PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)

MISSED APPROACH: Climb to 2000 then left turn via TBD R-268 to ORICH Int/LLA 40.5 DME and hold.

AWOS-3	NEW ORLEANS APP CON	UNICOM
134.575	124.3 256.9	122.8 (CTAF) L (MIRL RWY 6-24) 122.9 L (MIRL RWY 4W-22W)







CATEGORY	A	B	C	D
CIRCLING	1160-1¼ 1151 (1200-1¼)	1160-1½ 1151 (1200-1½)	1160-3 1151 (1200-3)	NA

MIRL Rwy 6-24 L
REIL Rwy 6 L

SC-4, 17 DEC 2009 to 14 JAN 2010

NDB MRK	APP CRS	Rwy ldg	3707
338	002°	TDZE	82
		Apt Elev	83

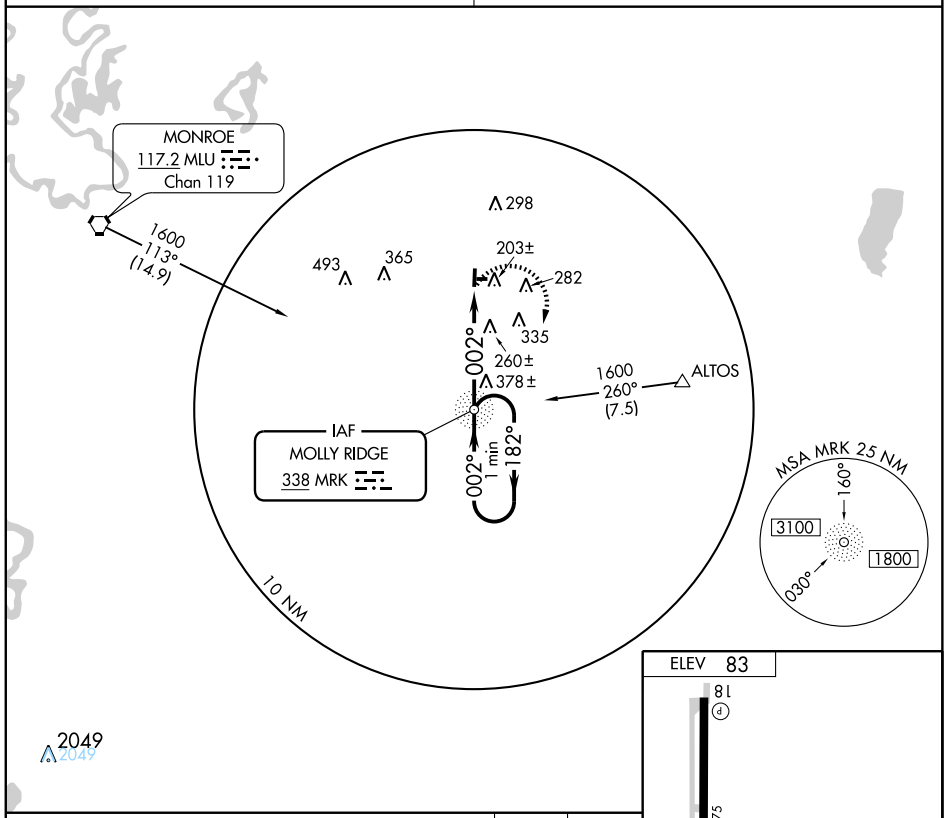
NDB RWY 36

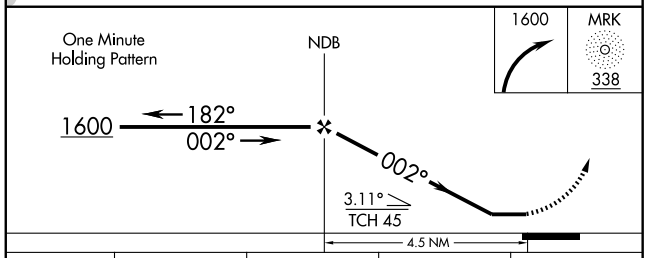
RAYVILLE/JOHN H. HOOKS JR. MEMORIAL (M79)

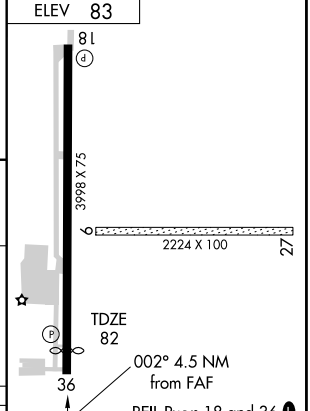
Use Monroe altimeter setting.
NA

MISSED APPROACH: Climbing right turn to 1600 direct MRK NDB and hold.

MONROE APP CON ★	UNICOM
126.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	660-1 578 (600-1)		NA	
CIRCLING	660-1 577 (600-1)	680-1 597 (600-1)	NA	

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

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WAAS CH 58011 W18A	APP CRS 180°	Rwy ldg 3998 TDZE 83 Apt Elev 83

RNAV (GPS) RWY 18

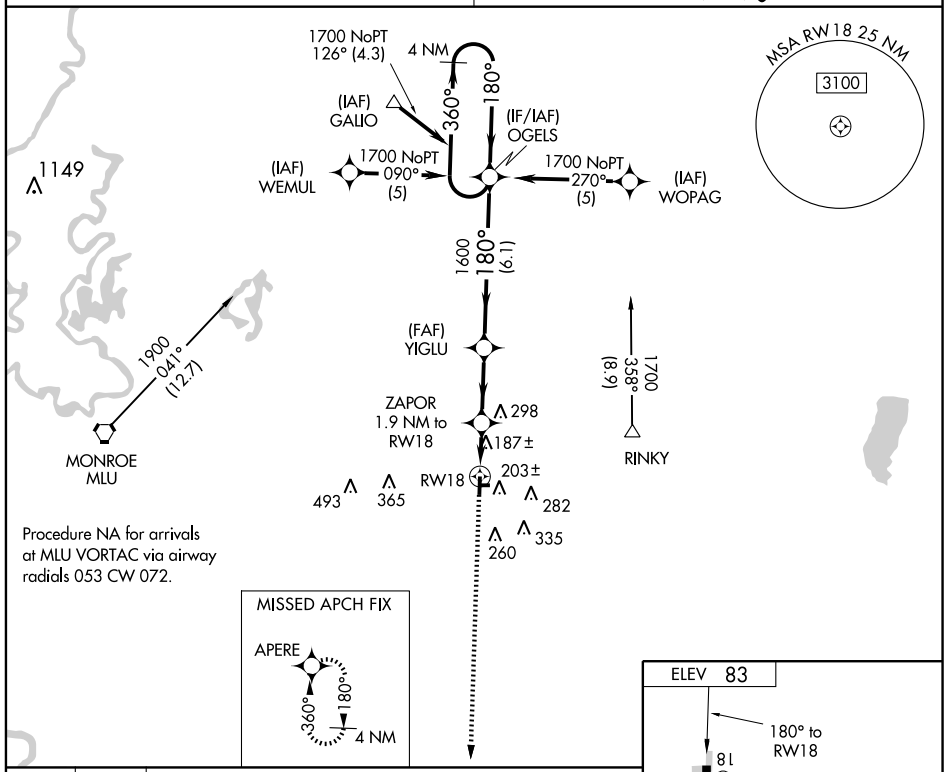
RAYVILLE/ JOHN H. HOOKS JR. MEMORIAL (M79)

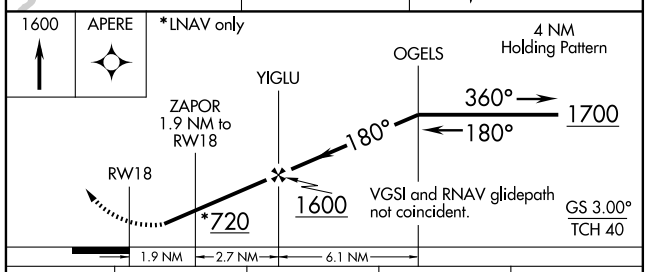
NA

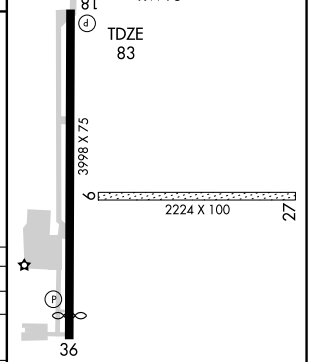
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Monroe altimeter setting. When Monroe altimeter setting not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet, and increase LPV and LNAV/VNAV visibility ¼ mile all Cats.

MISSED APPROACH: Climb to 1600 direct APERE and hold.

MONROE APP CON ★	UNICOM
126.9	122.8 (CTAF) L







REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
LPV DA	457-1¼ 374 (400-1¼)		NA	
LNAV/VNAV DA	518-1½ 435 (500-1½)		NA	
LNAV MDA	480-1 397 (400-1)		NA	
CIRCLING	580-1 497 (500-1)		NA	

SC-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 78111 W36A	APP CRS 360°	Rwy ldg 3707 TDZE 83 Apt Elev 83

RNAV (GPS) RWY 36

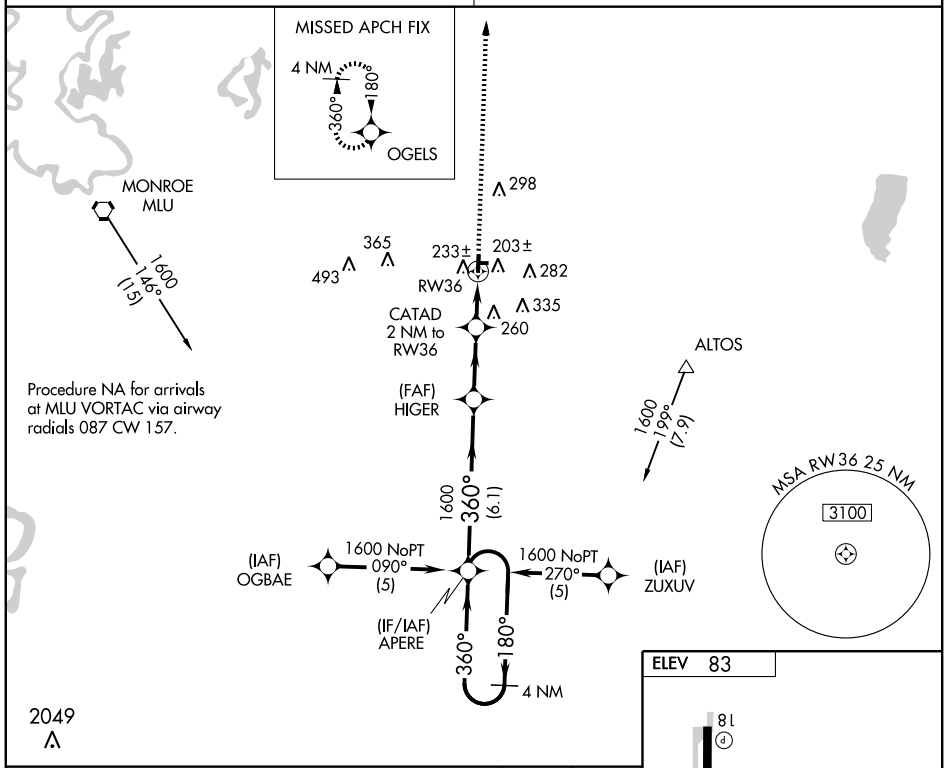
RAYVILLE/JOHN H. HOOKS JR. MEMORIAL (M79)

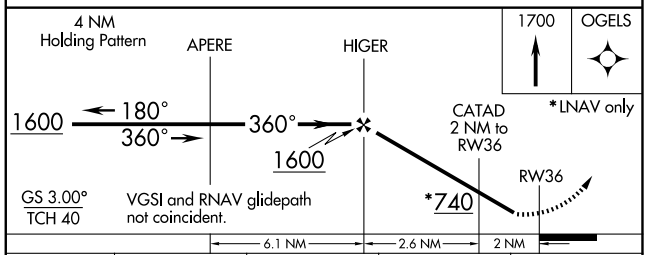
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Monroe altimeter setting. When Monroe altimeter setting not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet, and increase LPV visibility ¼ mile all Cats.

NA

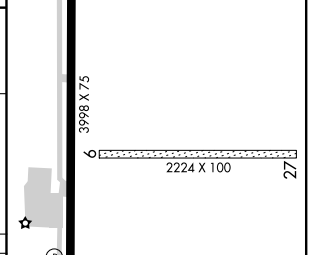
MISSED APPROACH: Climb to 1700 direct OGELS and hold.

MONROE APP CON ★	UNICOM
126.9	122.8 (CTAF) L





CATEGORY		A	B	C	D
LPV	DA	459-1¼	376 (400-1¼)	NA	
LNAV/VNAV	DA	515-1½	432 (500-1½)	NA	
LNAV MDA		600-1	517 (600-1)	NA	
CIRCLING		600-1	517 (600-1)	NA	



SC-4, 17 DEC 2009 to 14 JAN 2010

VORTAC MLU 117.2 Chan 119	APP CRS 095°	Rwy ldg N/A TDZE N/A Apt Elev 83

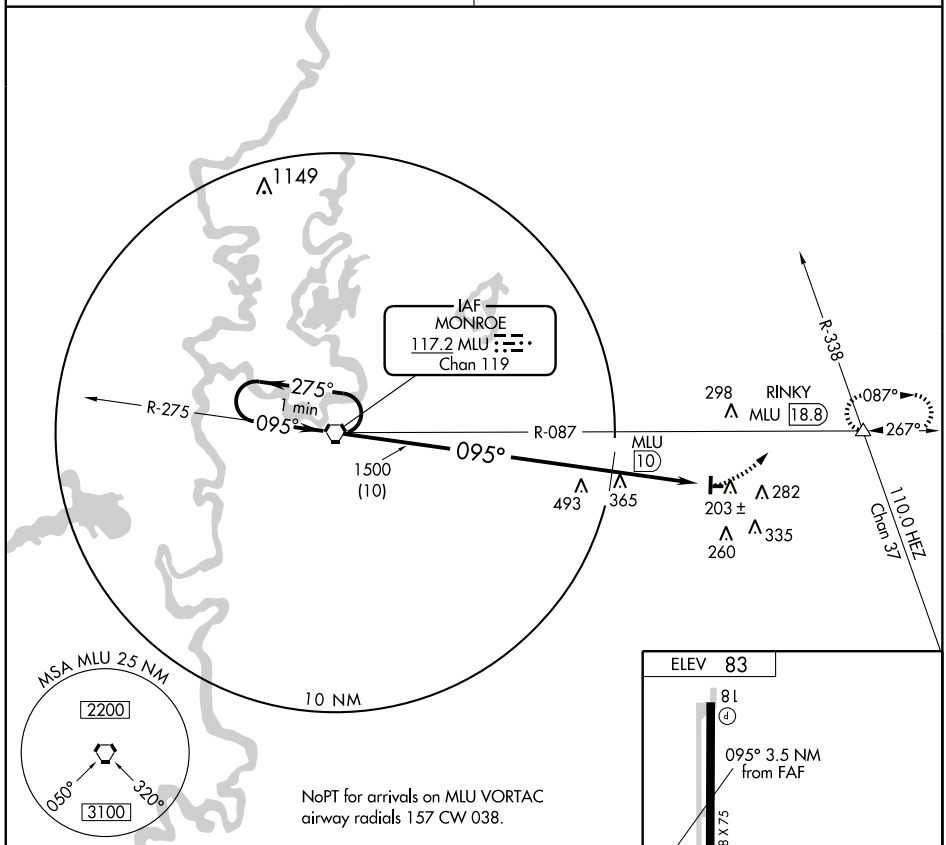
VOR/DME-A

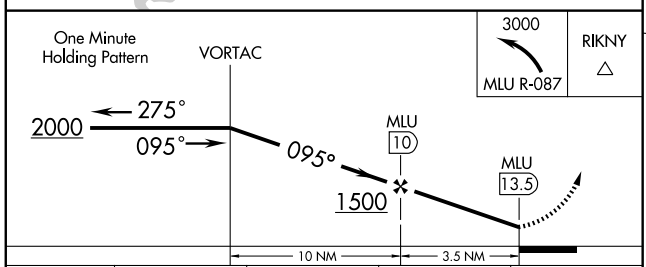
RAYVILLE/ JOHN H. HOOKS JR. MEMORIAL (M79)

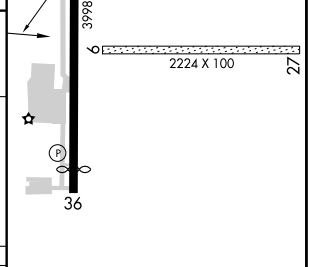
Use Monroe altimeter setting.
NA

MISSED APPROACH: Climbing left turn to 3000 via MLU R-087 to RINKY Int and hold.

MONROE APP CON ★	UNICOM
126.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	681-1	597 (600-1)	NA	

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	3999
170°	TDZE	6
	Apt Elev	7

RNAV (GPS) RWY 17

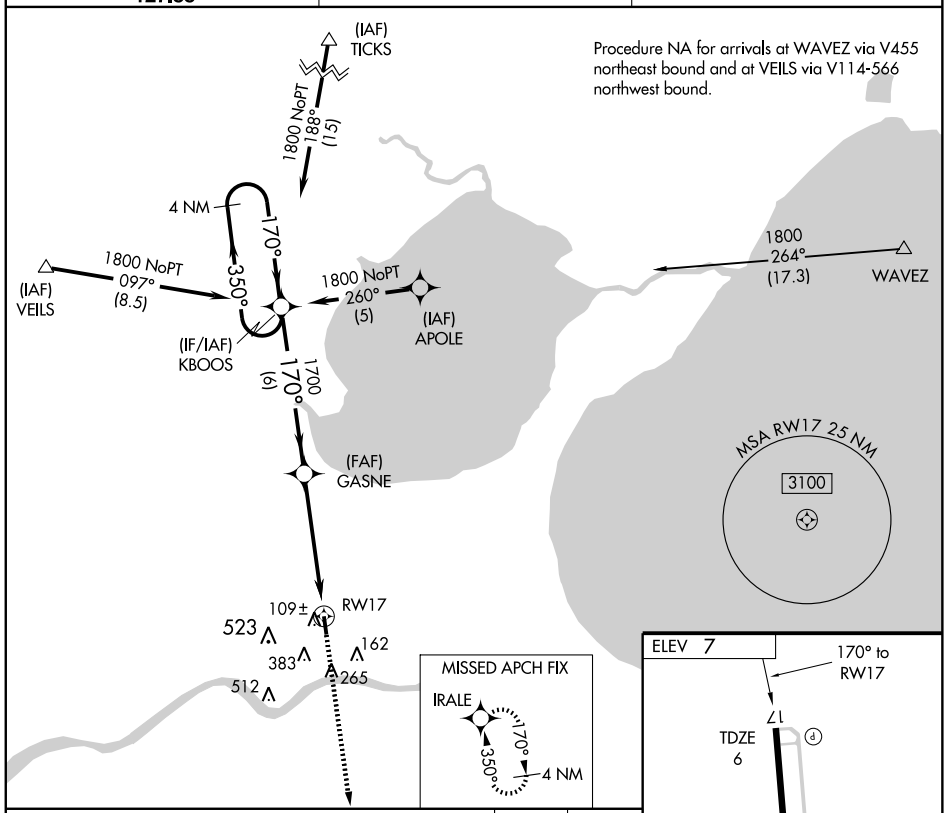
RESERVE/ ST JOHN THE BAPTIST PARISH (1LØ)

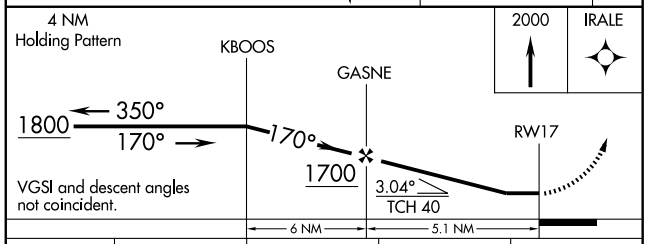
DME/DME RNP-0.3 authorized. Visibility reduction by helicopters NA. Use Louis Armstrong New Orleans Intl altimeter setting; when not received, use Lakefront altimeter setting and increase all MDA 40 feet and increase Circling Cats B and C visibility ¼mile.

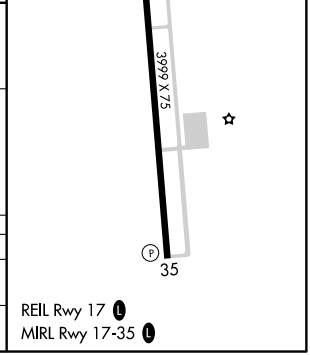
NA

MISSED APPROACH: Climb to 2000 direct IRALE and hold.

LOUIS ARMSTRONG NEW ORLEANS INTL ATIS	NEW ORLEANS APP CON	UNICOM
127.55	125.5 350.35	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	540-1	534 (600-1)	540-1½ 534 (600-1½)	NA
CIRCLING	740-1	733 (800-1)	740-2 733 (800-2)	NA

SC-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 87111 W35A	APP CRS 350°	Rwy ldg 3999 TDZE 7 Apt Elev 7

RNAV (GPS) RWY 35

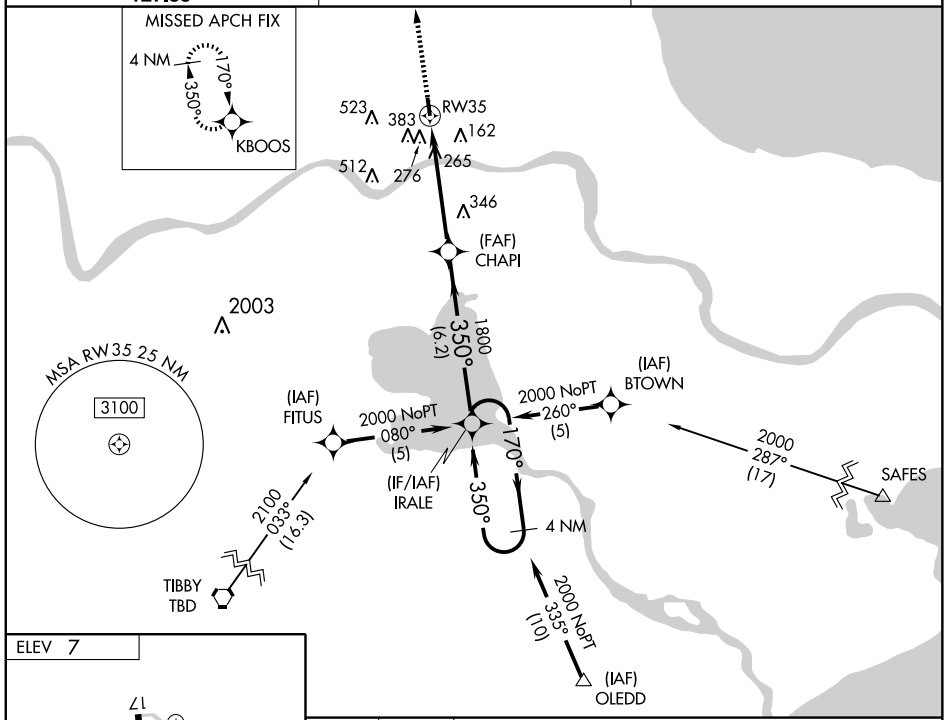
RESERVE/ ST JOHN THE BAPTIST PARISH (1LØ)

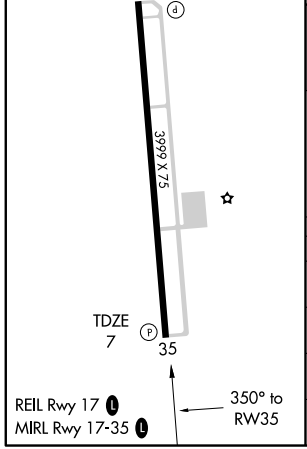
NA

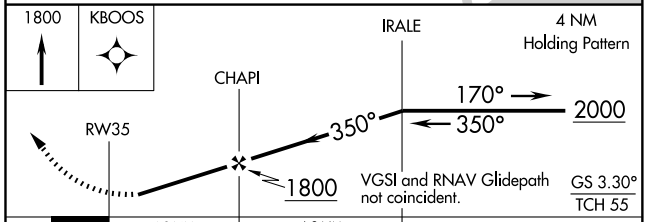
Baro-VNAV NA. Visibility reduction by helicopters NA. Use Louis Armstrong New Orleans Intl altimeter setting; when not received, use Lakefront altimeter setting and increase all DA 25 feet, all MDA 40 feet, and Circling Cats. B and C visibility ¼ mile.

MISSED APPROACH: Climb to 1800 direct KBOOS and hold.

LOUIS ARMSTRONG NEW ORLEANS INTL ATIS	NEW ORLEANS APP CON	UNICOM
127.55	125.5 350.35	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	490-1½ 483 (500-1½)			NA
LNAV/ VNAV DA	695-2¼ 688 (700-2¼)			NA
LNAV MDA	700-1 693 (700-1)		700-2 693 (700-2)	NA
CIRCLING	740-1 733 (800-1)		740-2 733 (800-2)	NA

SC-4. 17 DEC 2009 to 14 JAN 2010

VOR/DME RQR	APP CRS	Rwy ldg	3999
110.8	335°	TDZE	7
Chan 45		Apt Elev	7

VOR RWY 35

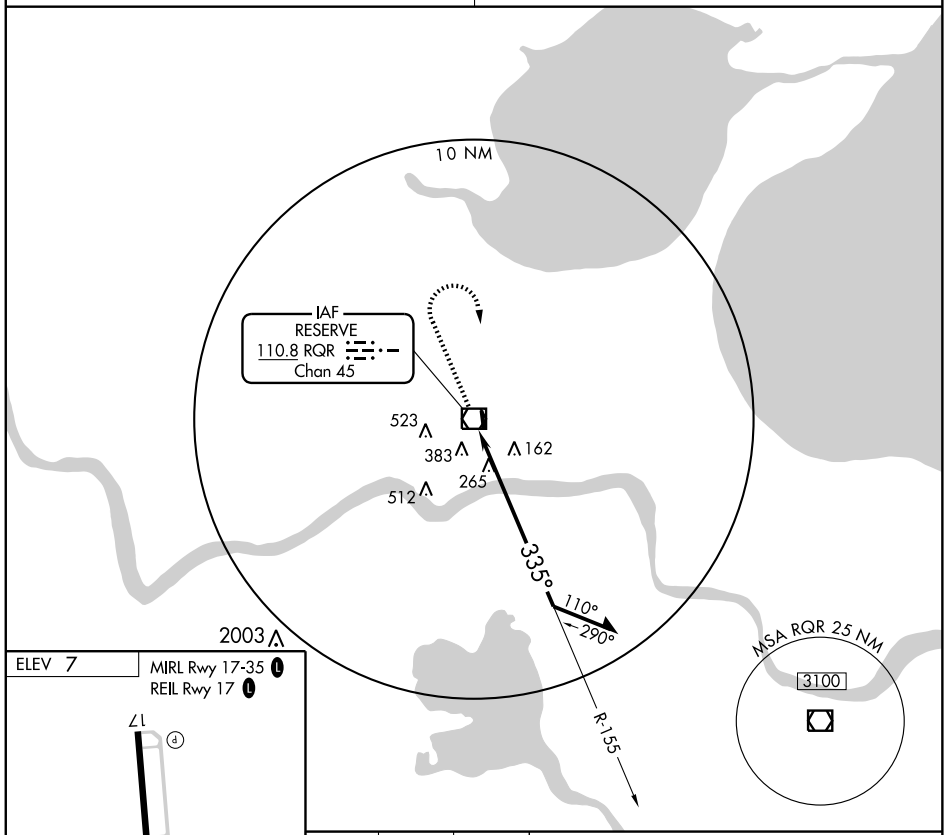
RESERVE/ ST JOHN THE BAPTIST PARISH (1LØ)

T NA

Use Louis Armstrong New Orleans Intl altimeter setting.

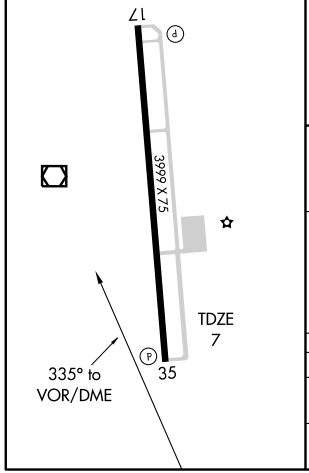
MISSED APPROACH: Climb to 1500, then climbing right turn to 2000 direct RQR VOR/DME.

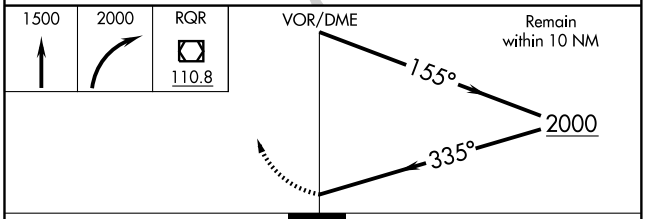
NEW ORLEANS APP CON	UNICOM
125.5 350.35	122.7 (CTAF) L



ELEV 7

MIRL Rwy 17-35 L
REIL Rwy 17 L





CATEGORY	A	B	C	D
S-35	740-1	733 (800-1)	740-2 733 (800-2)	NA
CIRCLING	740-1	733 (800-1)	740-2 733 (800-2)	NA

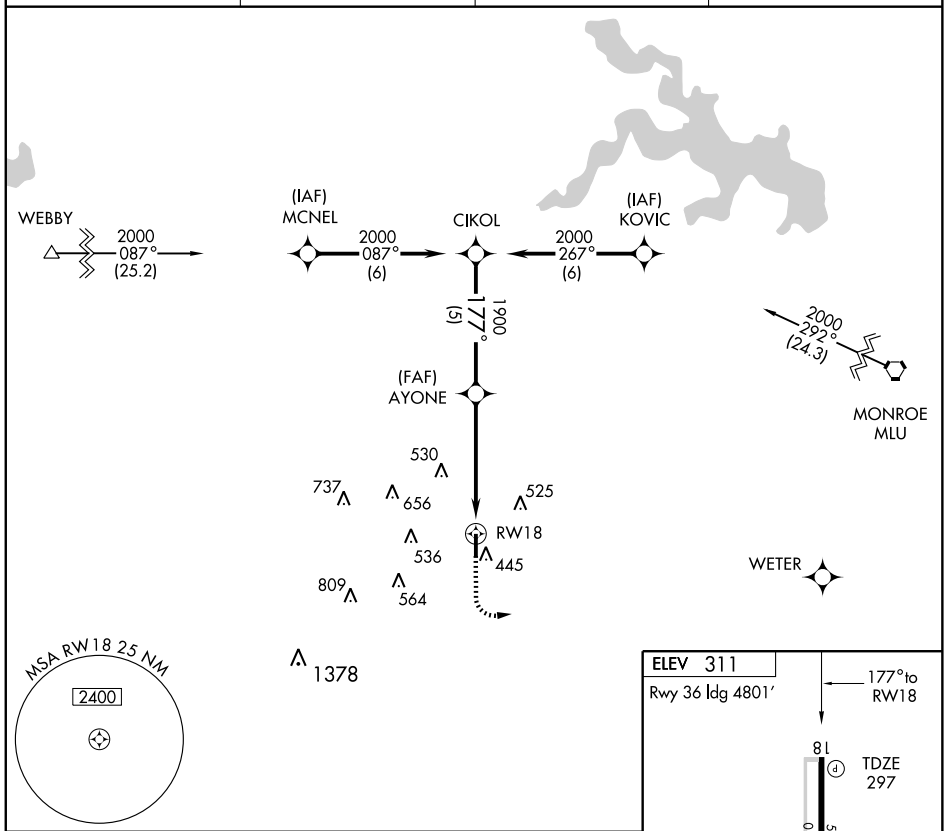
SC-4, 17 DEC 2009 to 14 JAN 2010

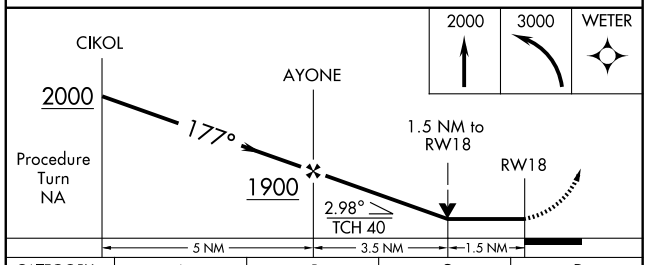
APP CRS	Rwy ldg	5000
177°	TDZE	297
	Apt Elev	311

GPS RWY 18
RUSTON RGNL (RSN)

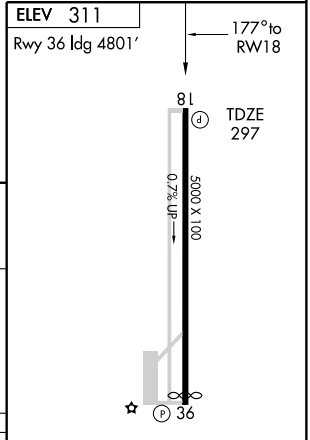
⚠ NA If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct WETER.

AWOS-3	MONROE APP CON★	CLNC DEL	UNICOM
119.525	126.9 307.9	118.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-18	800-1	503 (500-1)	800-1½	503 (500-1½)
CIRCLING	800-1	489 (500-1)	800-1½ 489 (500-1½)	880-2 569 (600-2)



MIRL Rwy 18-36 L

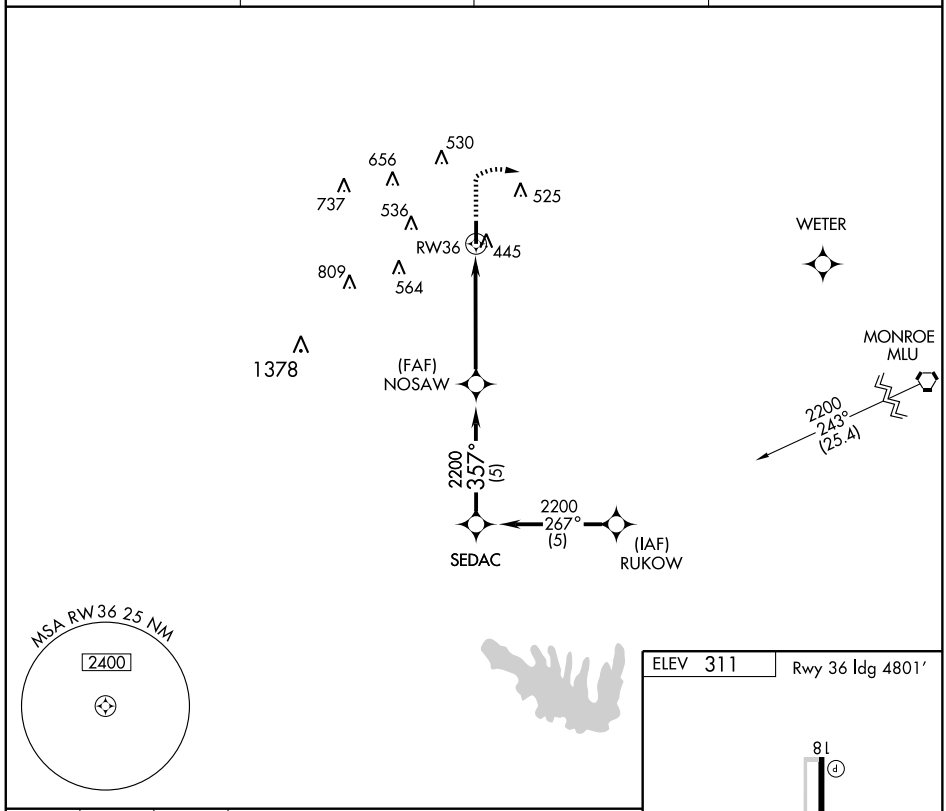
SC-4, 17 DEC 2009 to 14 JAN 2010

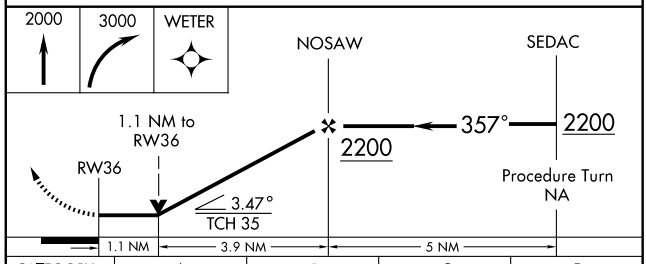
APP CRS	Rwy ldg	4801
357°	TDZE	311
	Apt Elev	311

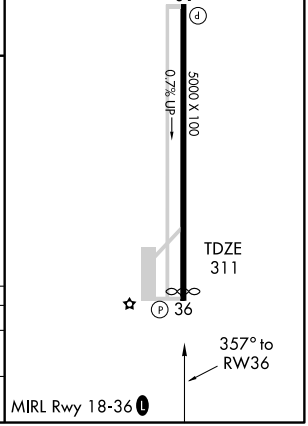
GPS RWY 36
RUSTON RGNL (RSN)

⚠ NA If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct WETER WP.

AWOS-3	MONROE APP CON★	CLNC DEL	UNICOM
119.525	126.9 307.9	118.8	122.7 (CTAF) Ⓛ







CATEGORY	A	B	C	D
S-36	760-1 449 (500-1)		760-1¼ 449 (500-1¼)	760-1½ 449 (500-1½)
CIRCLING	800-1 489 (500-1)		800-1½ 489 (500-1½)	880-2 569 (600-2)

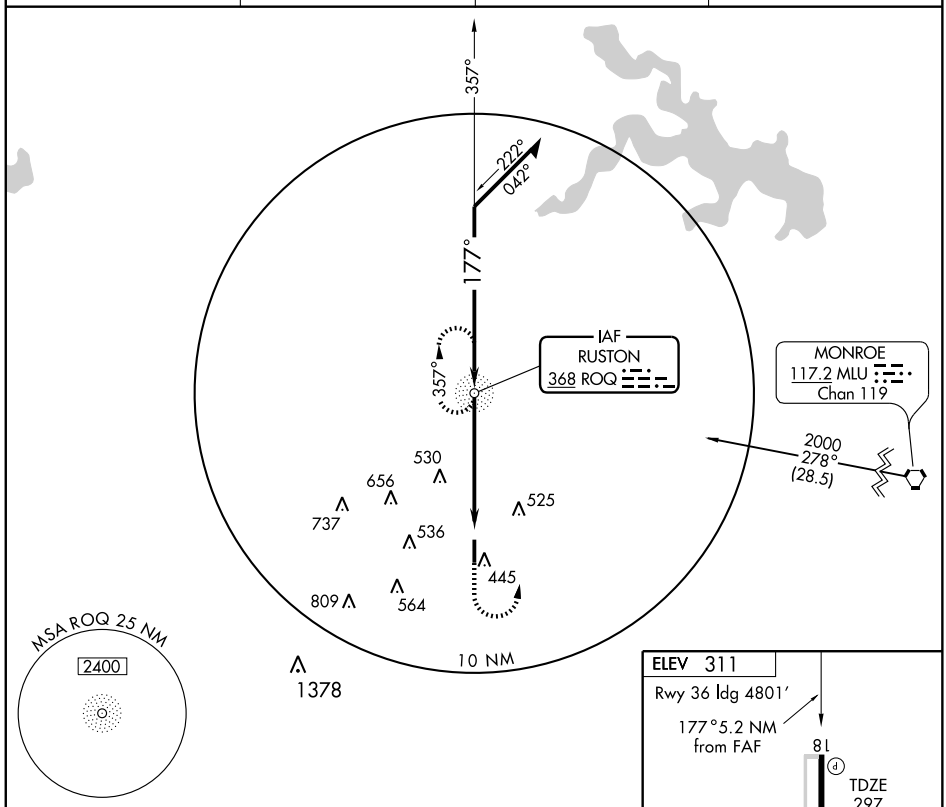
NDB ROQ	APP CRS	Rwy ldg	5000
368	177°	TDZE	297
		Apt Elev	311

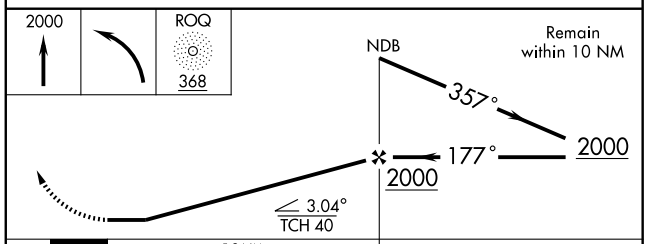
NDB RWY 18
RUSTON RGNL (RSN)

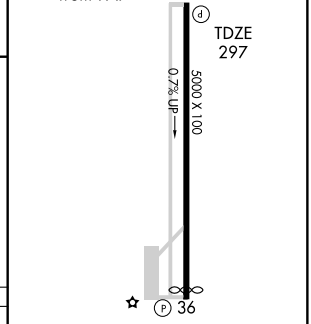
NA If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

MISSED APPROACH: Climb to 2000, then left turn direct ROQ NDB and hold.

AWOS-3	MONROE APP CON★	CLNC DEL	UNICOM
119.525	126.9 307.9	118.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-18	900-1	603 (600-1)	900-1¾ 603 (600-1¾)	900-2 603 (600-2)
CIRCLING	900-1	589 (600-1)	900-1¾ 589 (600-1¾)	900-2 589 (600-2)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-4, 17 DEC 2009 to 14 JAN 2010

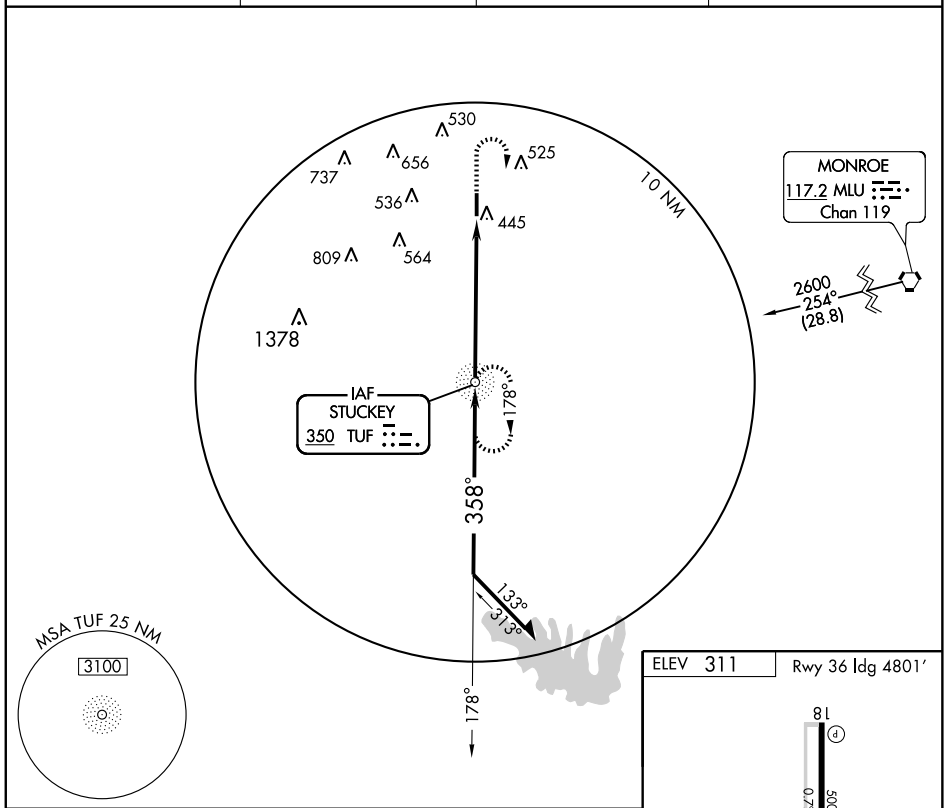
TUF NDB	APP CRS	Rwy ldg	4801
350	358°	TDZE	311
		Apt Elev	311

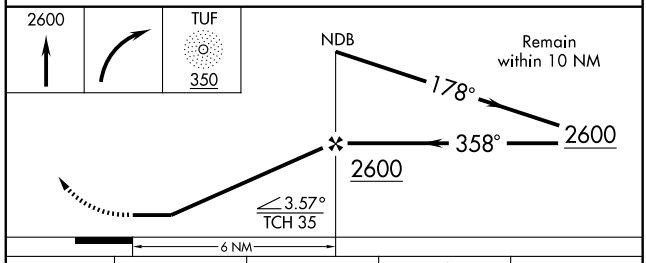
NDB RWY 36
RUSTON RGNL (RSN)

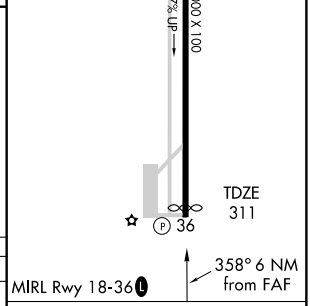
NA If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

MISSED APPROACH: Climb to 2600, then right turn direct TUF NDB and hold.

AWOS-3	MONROE APP CON★	CLNC DEL	UNICOM
119.525	126.9 307.9	118.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-36	800-1 489 (500-1)		800-1¼ 489 (500-1¼)	800-1½ 489 (500-1½)
CIRCLING	800-1 489 (500-1)		800-1½ 489 (500-1½)	880-2 569 (600-2)

FAF to MAP 6 NM

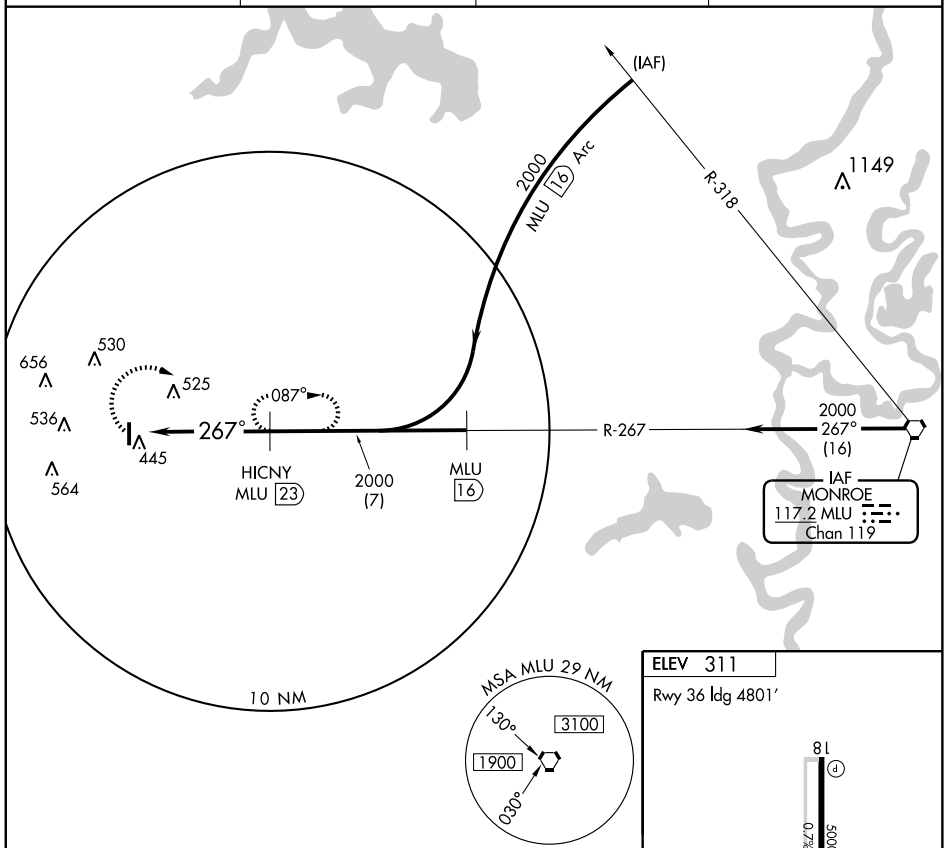
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

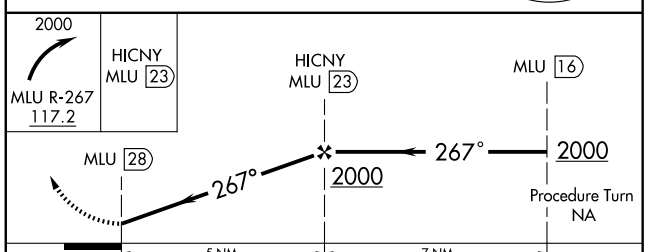
VORTAC MLU 117.2 Chan 119	APP CRS 267°	Rwy ldg N/A TDZE N/A Apt Elev 311

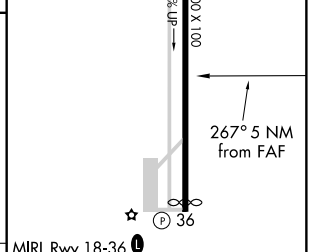
VOR/DME-A
RUSTON RGNL (RSN)

⚠ NA If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.	MISSED APPROACH: Climbing right turn to 2000 via MLU VORTAC R-267 to HICNY/23 DME and hold.

AWOS-3	MONROE APP CON ★	CLNC DEL	UNICOM
119.525	126.9 307.9	118.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	920-1 609 (700-1)	920-1¼ 609 (700-1¼)	920-1¾ 609 (700-1¾)	920-2 609 (700-2)

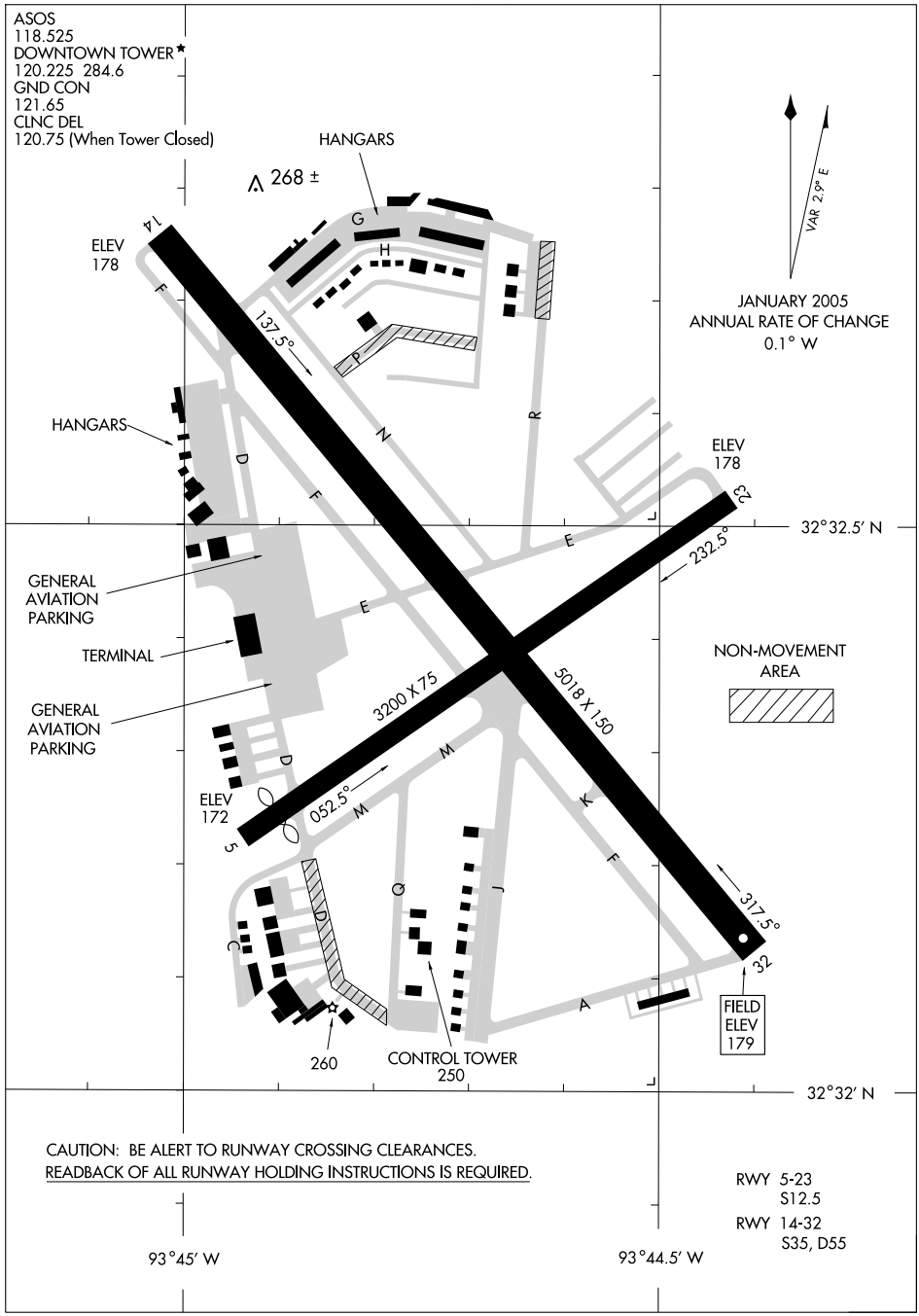
Knots	60	90	120	150	180
Min:Sec					

SC-4. 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-392 (FAA)

SHREVEPORT DOWNTOWN (DTN)
SHREVEPORT, LOUISIANA



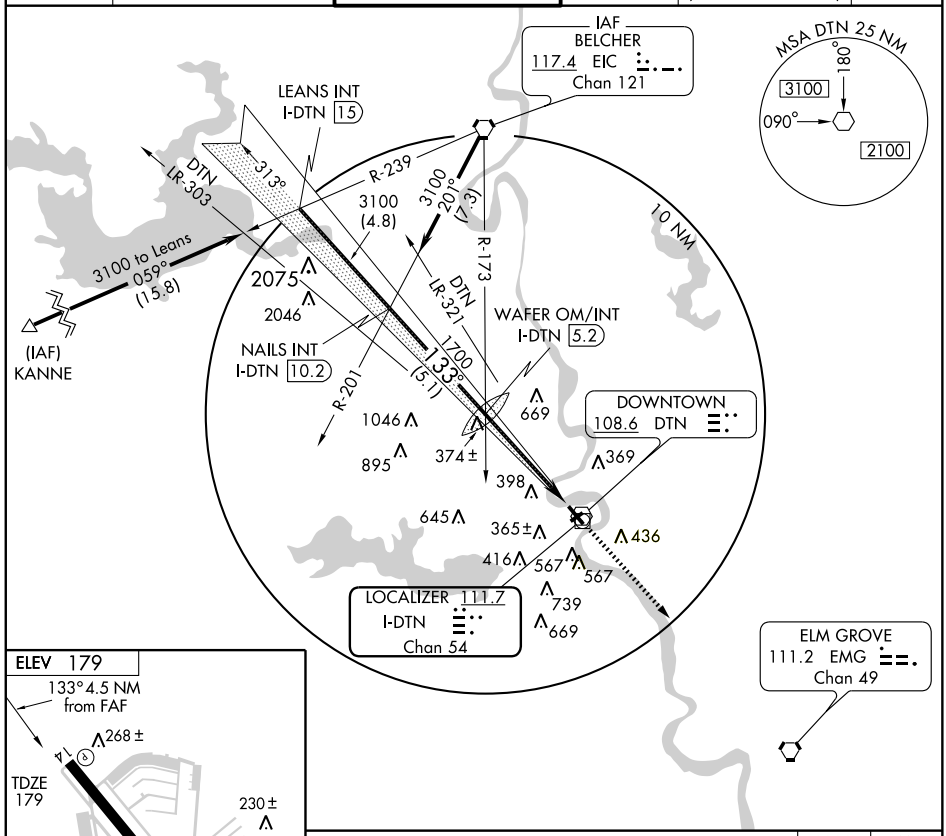
LOC I-DTN 111.7 Chan 54	APP CRS 133°	Rwy ldg 5018 TDZE 179 Apt Elev 179

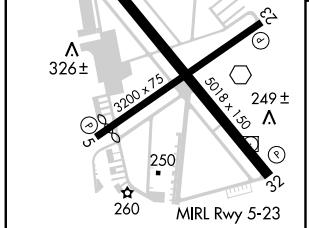
LOC RWY 14
SHREVEPORT DOWNTOWN (DTN)

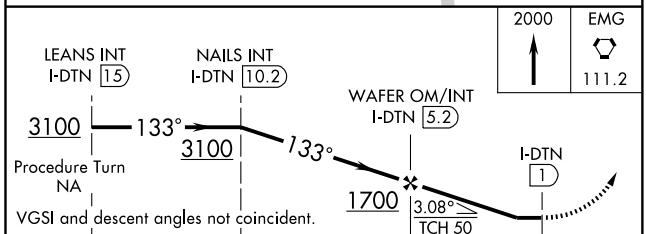
NA

MISSED APPROACH: Climb to 2000 direct EMG VORTAC.

ASOS	SHREVEPORT APP CON	DOWNTOWN TOWER*	GND CON	CLNC DEL	UNICOM
118.525	119.9 335.55	120.225 (CTAF) 284.6	121.65	120.75 (When tower closed)	122.95







FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-14	600-1 421 (500-1)		600-1¼ 421 (500-1¼)	
CIRCLING	800-1 621 (700-1)	920-1¼ 741 (800-1¼)	920-2¼ 741 (800-2¼)	920-2½ 741 (800-2½)

WAAS CH 97399 W14A	APP CRS 135°	Rwy ldg 5018 TDZE 179 Apt Elev 179

RNAV (GPS) RWY 14
SHREVEPORT DOWNTOWN (DTN)

Procedure NA at night. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Shreveport Rgnl altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA below -15°C (5°F). Baro-VNAV NA when using Shreveport Rgnl altimeter setting.

MISSED APPROACH: Climb to 3100 direct GOCTE and left turn via 132° track to EMG VORTAC and hold.

ASOS	SHREVEPORT APP CON	DOWNTOWN TOWER ★	GND CON	CLNC DEL	UNICOM
118.525	119.9 335.55	120.225 (CTAF) 284.6	121.65	120.75 (When tower closed)	122.95

Procedure NA for arrivals at EIC VORTAC on airway radials 169 CW 268.

4 NM
135°
315°
3100 NoPT 235° (6.4)
(IAF) BELCHER EIC
(IF/IAF) ZOROD
135° (3.2)
2600
JUVES
3100 NoPT 064° (16.7)
2075
2046
1900
135° (5)
(IAF) KANNE
(FAF) SOMUE
669
1046
895
267±
369
398
RW14
645
365±
436
567
GOCTE
416
567
739
669
MSA RW14 25 NM
3100
ELM GROVE EMG
143°
323°
4 NM

ELEV 179
135° to RW14
268±
TDZE 179
230±
23
326±
3200 x 75
5018 x 150
249±
5
250
32
260

MIRL Rwy 5-23
HIRL Rwy 14-32
REIL Rwys 5, 14, 23 and 32

4 NM Holding Pattern
3100 ← 315° / 135° →
ZOROD
JUVES
135°
2600
SOMUE
1900
RW14
GS 3.00°
TCH 40
3.2 NM — 5 NM — 5.2 NM

3100	GOCTE	TRK 132°	EMG 111.2

CATEGORY	A	B	C	D
LPV DA	488-1 309 (400-1)			
LNAV/VNAV DA	697-1¾ 518 (600-1¾)			
LNAV MDA	800-1 621 (700-1)		800-1¾ 621 (700-1¾)	800-2 621 (700-2)
CIRCLING	800-1¾ 621 (700-1¾)	920-1¾ 741 (800-1¾)	920-2¼ 741 (800-2¼)	920-2½ 741 (800-2½)

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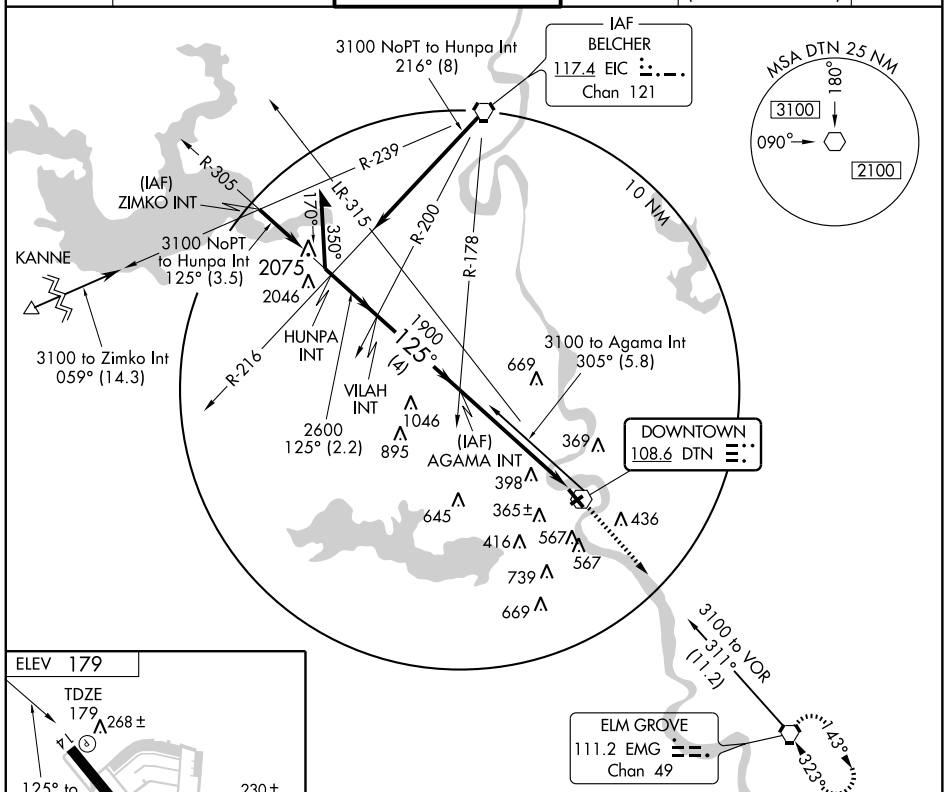
VOR DTN	APP CRS	Rwy ldg	5018
108.6	125°	TDZE	179
		Apt Elev	179

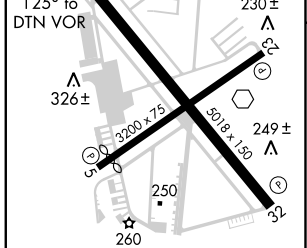
VOR RWY 14
SHREVEPORT DOWNTOWN (DTN)

If local altimeter setting not received, use Shreveport Regional altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3100 direct EMG VORTAC and hold.

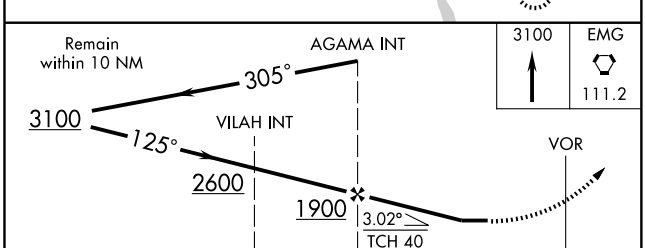
ASOS	SHREVEPORT APP CON	DOWNTOWN TOWER ★	GND CON	CLNC DEL	UNICOM
118.525	119.9 335.55	120.225 (CTAF) 284.6	121.65	120.75 (When tower closed)	122.95





MIRL Rwy 5-23
HIRL Rwy 14-32
REIL Rwys 5, 14, 23 and 32

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-14	660-1 481 (500-1)		660-1¼ 481 (500-1¼)	660-1½ 481 (500-1½)
CIRCLING	800-1 621 (700-1)	920-1¼ 741 (800-1¼)	920-2¼ 741 (800-2¼)	920-2½ 741 (800-2½)

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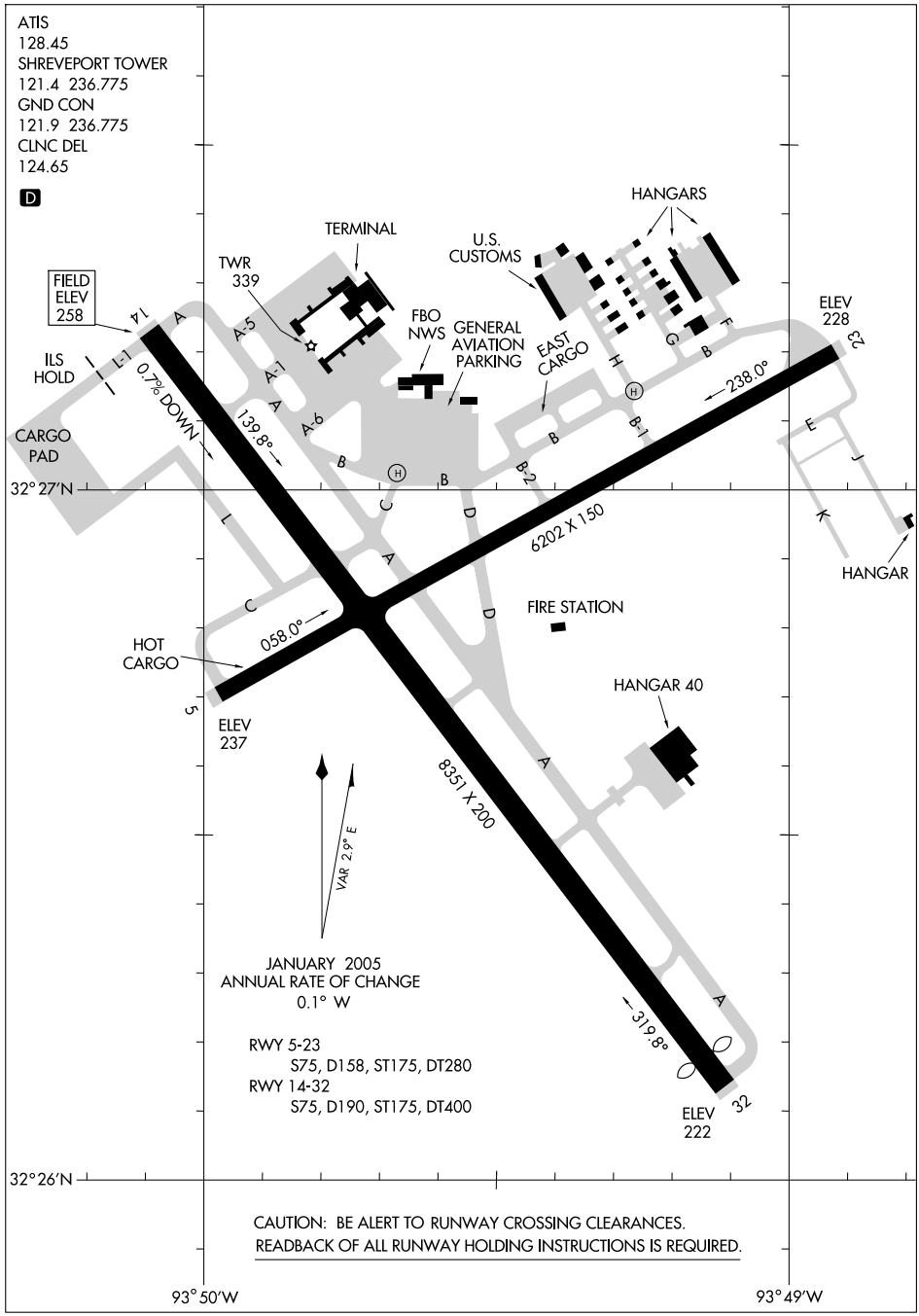
AIRPORT DIAGRAM

AL-884 (FAA)

SHREVEPORT RGNL (SHV)

SHREVEPORT, LOUISIANA



LOC/DME I-SHV 110.7 Chan 44	APP CRS 141°	Rwy ldg 8351 TDZE 258 Apt Elev 258

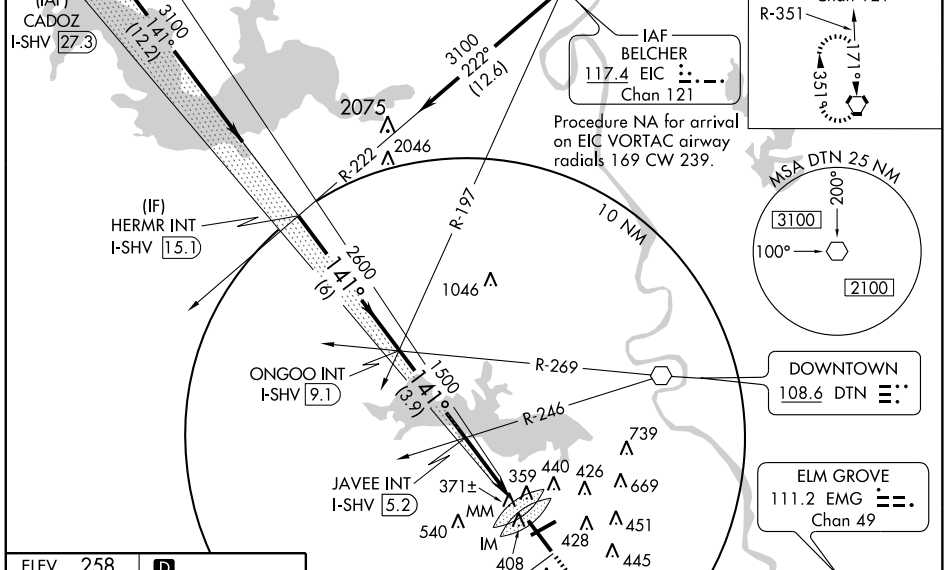
ILS or LOC RWY 14
SHREVEPORT RGNL (SHV)

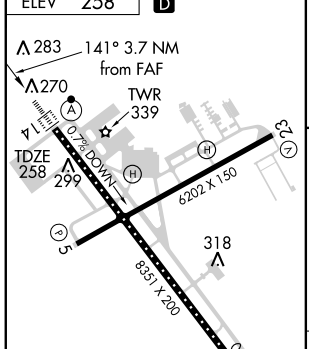
ASR: For inoperative ALSF, increase S-ILS 14 Cat. E visibility to RVR 4000 and S-LOC 14 Cat. E visibility to RVR 6000.

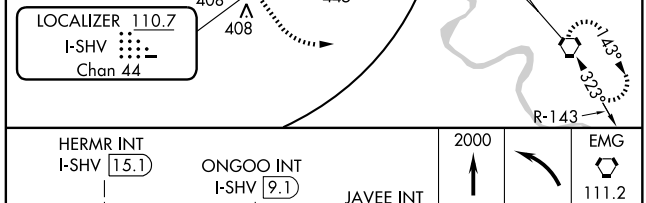
ALSF-2

MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65







CATEGORY	A	B	C	D	E
S-ILS 14	458/18 200 (200-½)				458/24 200 (200-½)
S-LOC 14	620/24 362 (400-½)			620/40 362 (400-¾)	
CIRCLING	800-1 542 (600-1)		800-1½ 542 (600-1½)	820-2 562 (600-2)	1100-3 842 (900-3)

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

LOC I-FOG	APP CRS	Rwy ldg	7976
110.3	319°	TDZE	222
		Apt Elev	258

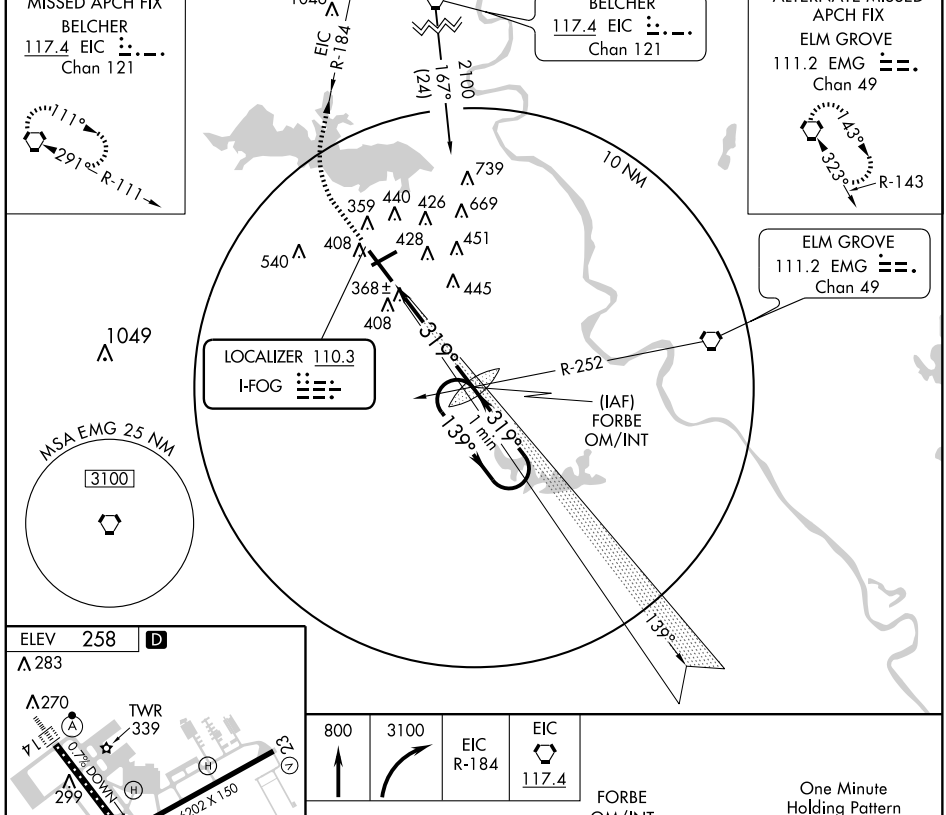
ILS or LOC RWY 32
SHREVEPORT RGNL (SHV)

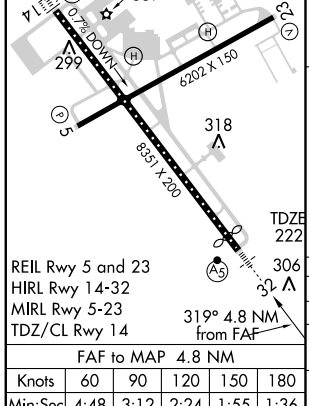
ASR: Inoperative table does not apply to S-ILS 32 all Cats.
For inoperative MALSR, increase S-LOC 32 Cats. A, B and C visibility to RVR 5000.
Visibility reduction by helicopters NA.

MALSR

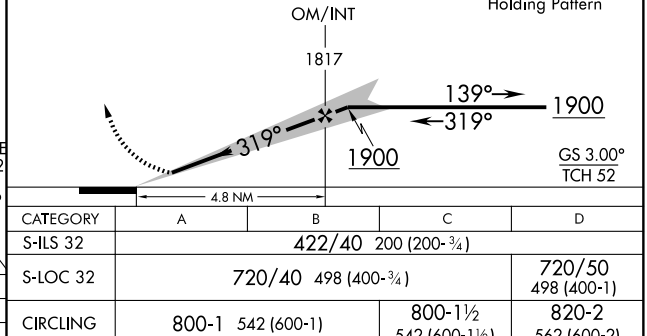
MISSED APPROACH: Climb to 800 then climbing right turn to 3100 via EIC R-184 to EIC VORTAC and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 32	422/40 200 (200-¾)			
S-LOC 32	720/40 498 (400-¾)			720/50 498 (400-1)
CIRCLING	800-1 542 (600-1)		800-1½ 542 (600-1½)	820-2 562 (600-2)

LOC/DME I-SHV	APP CRS	Rwy ldg	8351
110.7	141°	TDZE	258
Chan 44		Apt Elev	258

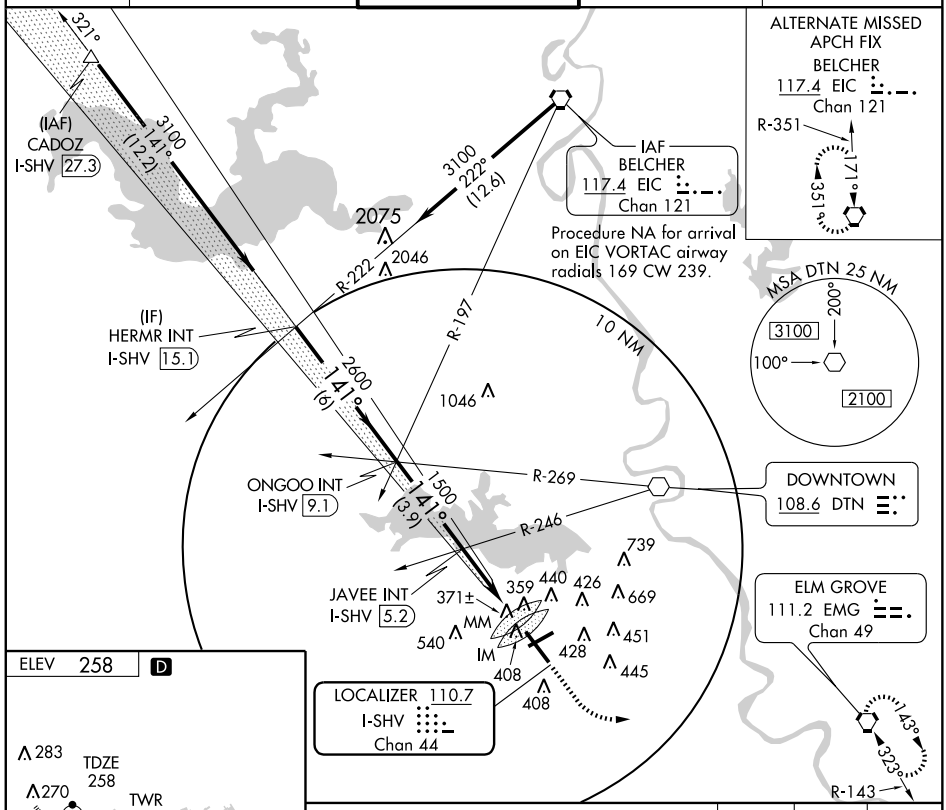
ILS RWY 14 (CAT II)
SHREVEPORT RGNL (SHV)

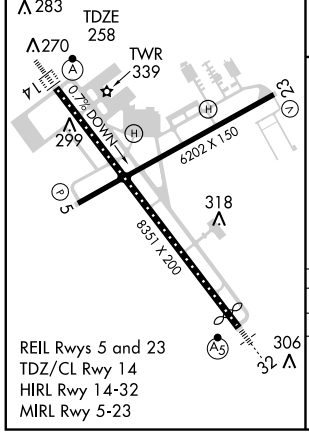
ASR

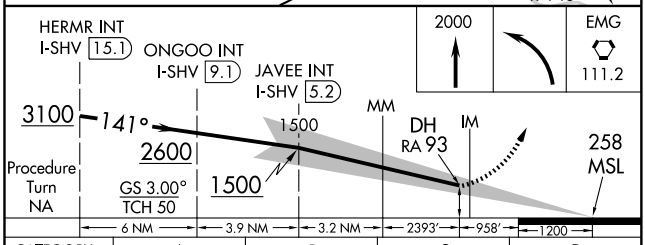
ALSF-2

MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65







CATEGORY	A	B	C	D
S-ILS 14	RA 93/12 100 DA 358			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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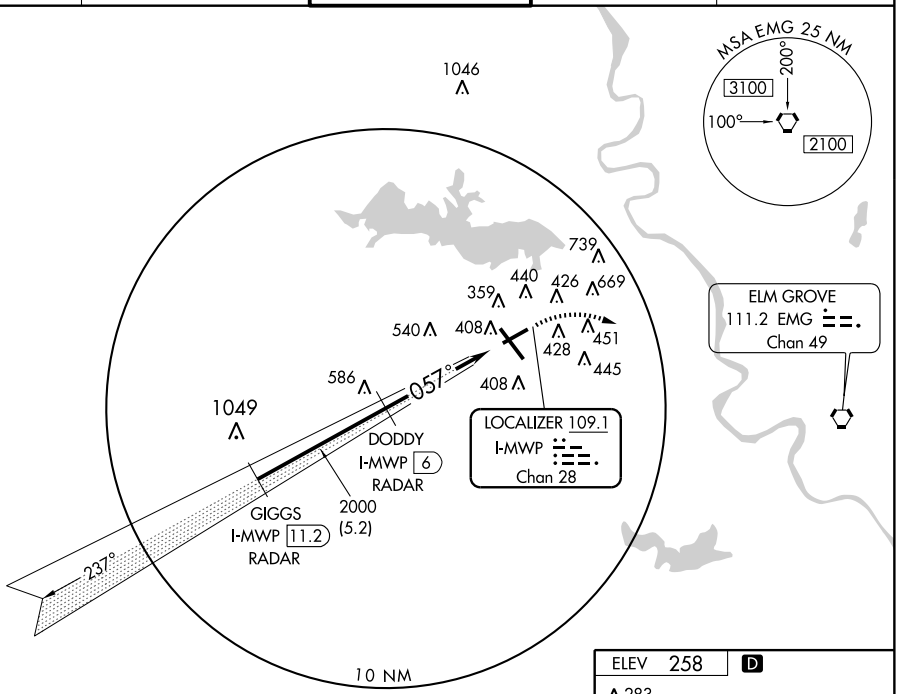
LOC/DME I-MWP	APP CRS	Rwy ldg	6201
109.1	057°	TDZE	237
Chan 28		Apt Elev	258

LOC RWY 5
SHREVEPORT RGNL (SHV)

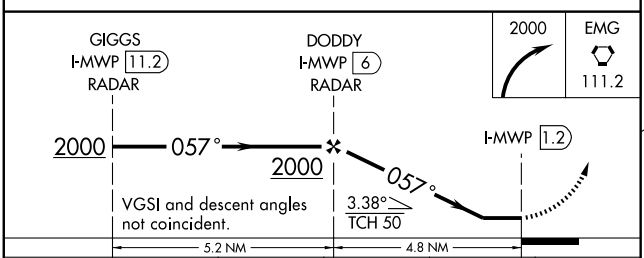
T
A
ASR

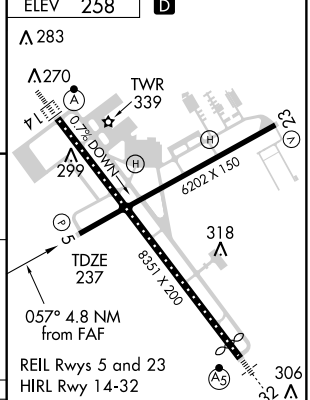
MISSED APPROACH: Climbing right turn to 2000 direct EMG VORTAC.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65



RADAR REQUIRED





CATEGORY	A	B	C	D	E
S-5	620-1 383 (400-1)			620-1¼ 383 (400-1¼)	
CIRCLING	800-1 542 (600-1)		800-1½ 542 (600-1½)	820-2 562 (600-2)	1100-3 842 (900-3)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-4, 17 DEC 2009 to 14 JAN 2010

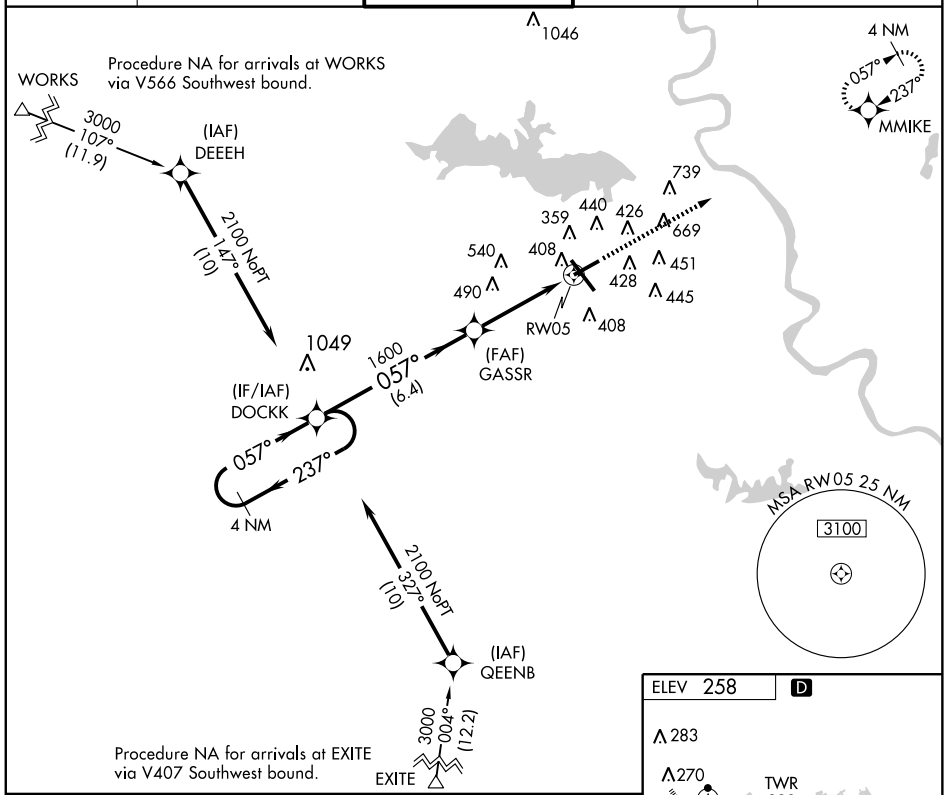
WAAS CH 49213 W05A	APP CRS 057°	Rwy ldg 6201 TDZE 237 Apt Elev 258

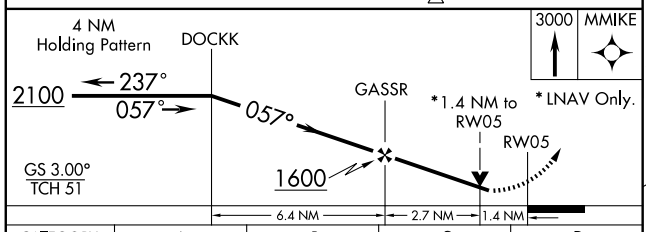
RNAV (GPS) RWY 5
SHREVEPORT RGNL (SHV)

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibiliy reduction by helicopters NA.

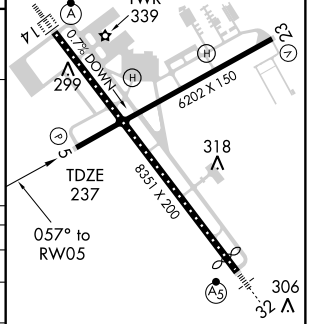
MISSED APPROACH: Climb to 3000 direct MMIKE and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65





CATEGORY	A	B	C	D
LPV DA	594-1¼ 357 (400-1¼)			
LNAV/ VNAV DA	708-1¾ 471 (500-1¾)			
LNAV MDA	720-1 483 (500-1)		720-1¼ 483 (500-1¼)	720-1½ 483 (500-1½)
CIRCLING	800-1 542 (600-1)		800-1½ 542 (600-1½)	820-2 562 (600-2)



REIL Rwys 5 and 23
TDZ/CL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 5-23

SC-4, 17 DEC 2009 to 14 JAN 2010

WAAS CH 45913 W14A	APP CRS 139°	Rwy ldg 8351 TDZE 258 Apt Elev 258

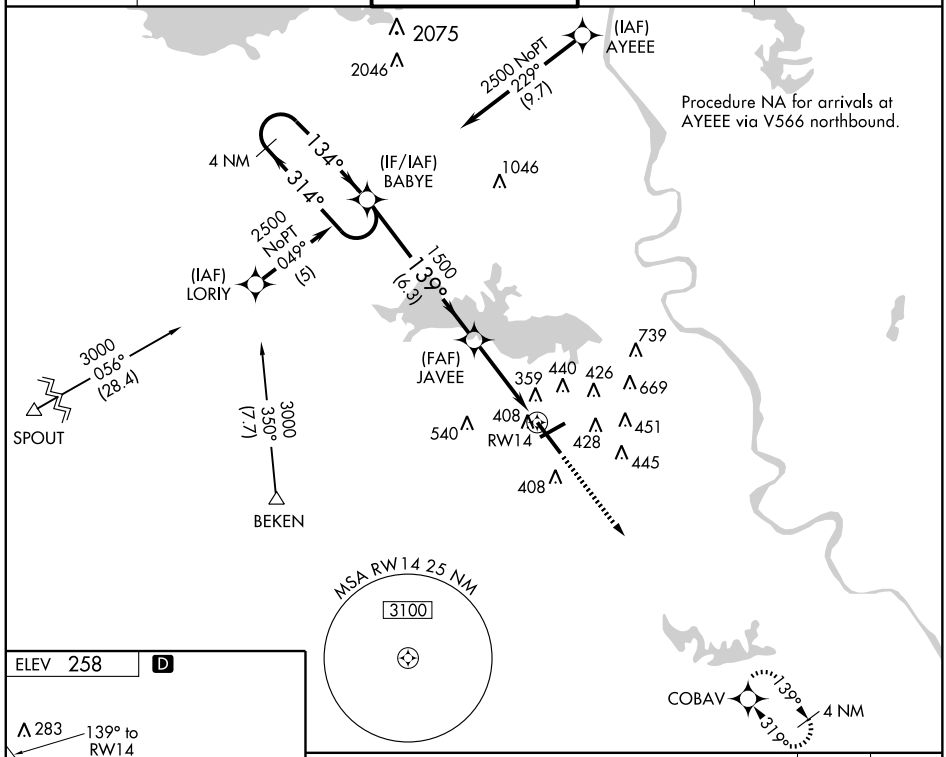
RNAV (GPS) RWY 14
SHREVEPORT RGNL (SHV)

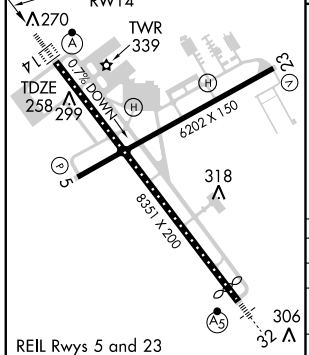
ASR For inoperative ALSF, increase LNAV Cat. D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

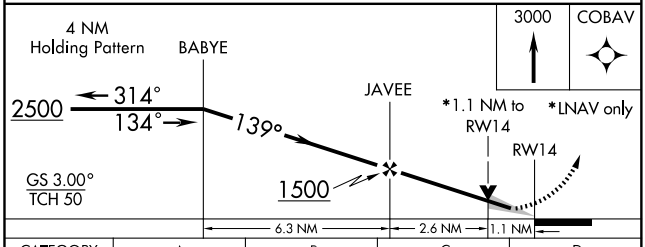
MISSED APPROACH: Climb to 3000 direct COBAV and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65





REIL Rwys 5 and 23
TDZ/CL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 5-23



CATEGORY	A	B	C	D
LPV DA	458/24 200 (200-½)			
LNAV/VNAV DA	684/50 426 (500-1)			
LNAV MDA	660/24 402 (500-½)		660/40 402 (500-¾)	660/50 402 (500-1)
CIRCLING	800-1 542 (600-1)		800-1½ 542 (600-1½)	820-2 562 (600-2)

APP CRS	Rwy ldg	6201
237°	TDZE	237
	Apt Elev	258

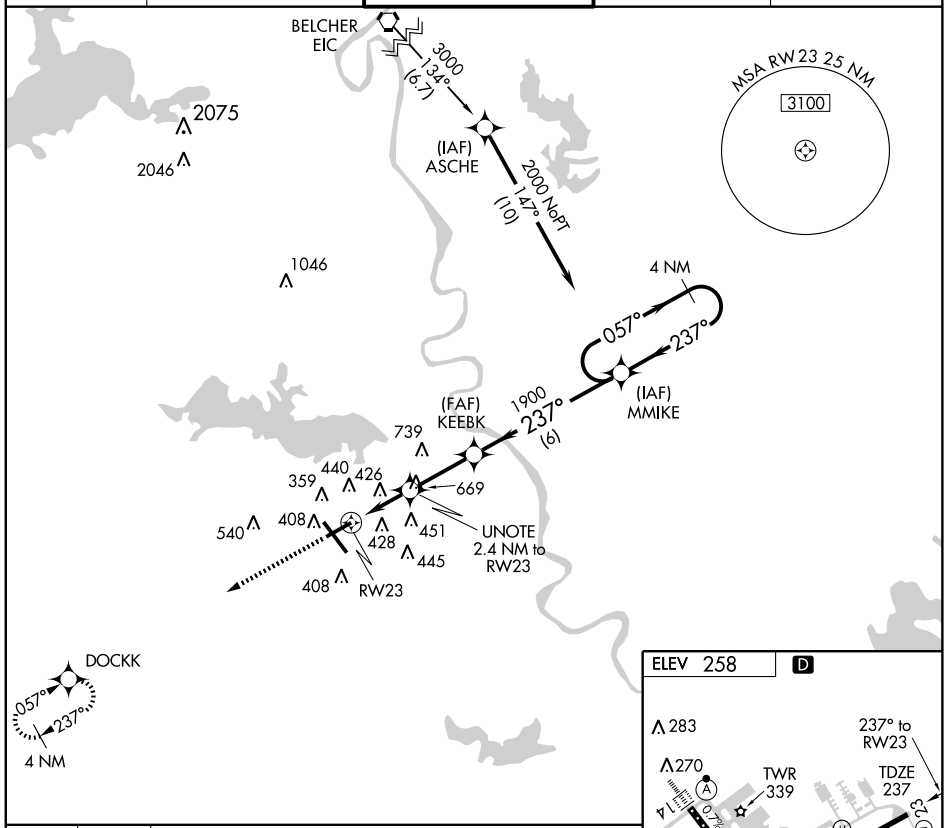
RNAV (GPS) RWY 23
SHREVEPORT RGNL (SHV)

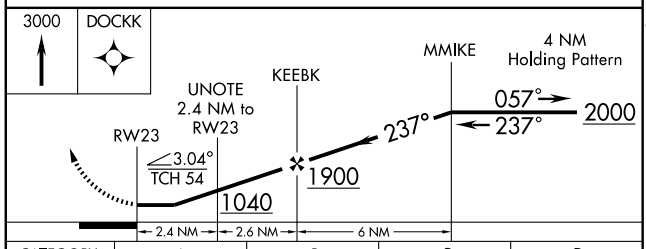
ASR

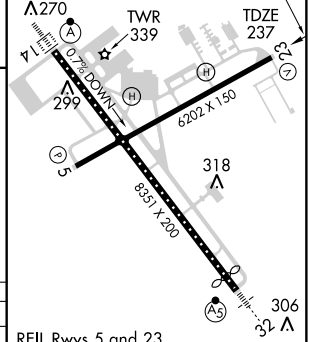
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DOCKK and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65







CATEGORY	A	B	C	D
LNAV MDA	940-1 703 (700-1)		940-2 703 (700-2)	940-2¼ 703 (700-2¼)
CIRCLING	940-1 682 (700-1)		940-2 682 (700-2)	940-2¼ 682 (700-2¼)

REIL Rwys 5 and 23
TDZ/CL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 5-23

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WAAS CH 77913 W32A	APP CRS 319°	Rwy ldg 7976 TDZE 222 Apt Elev 258

RNAV (GPS) RWY 32
SHREVEPORT RGNL (SHV)

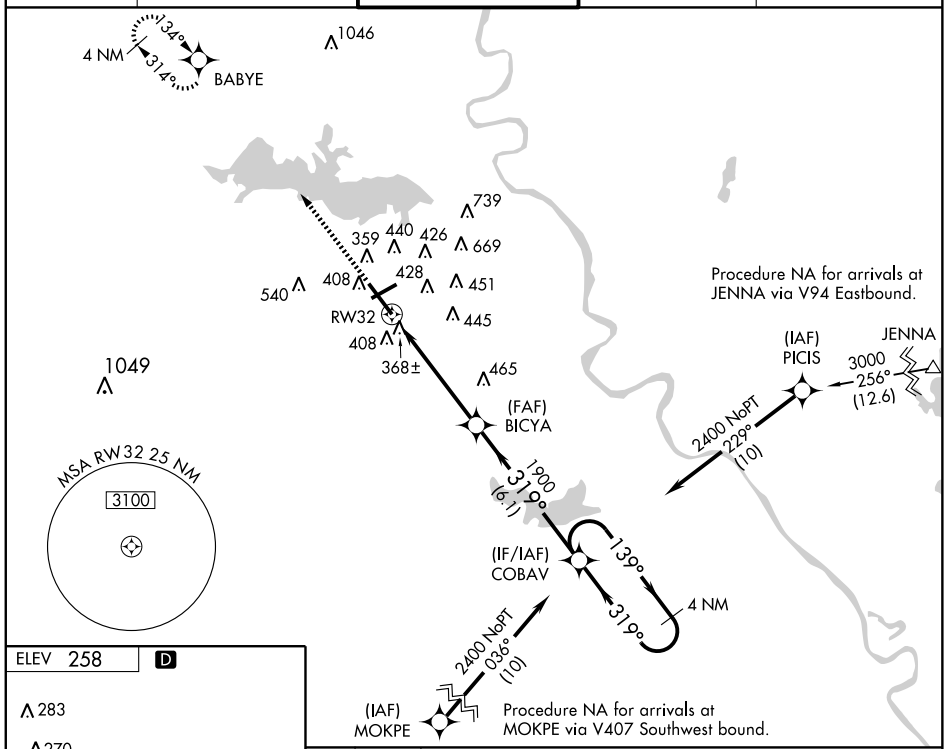
ASR

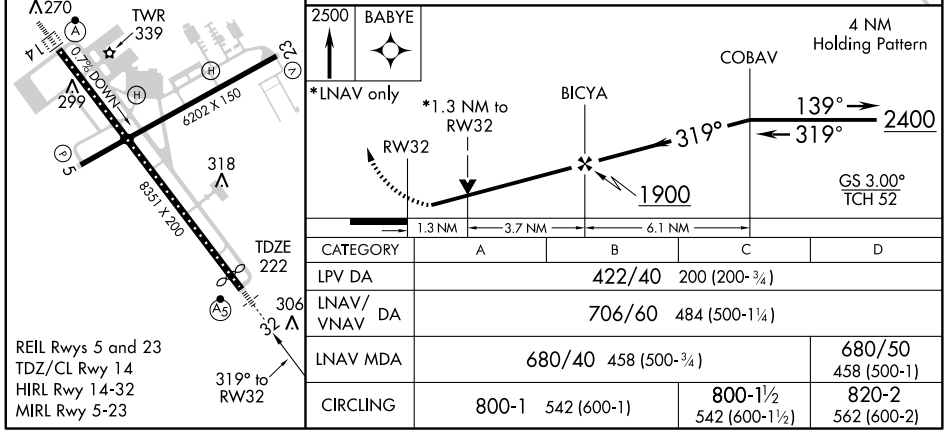
Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cats. A and B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 2500 direct BABYE and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.9 236.775	124.65





CATEGORY	A	B	C	D
LPV DA	422/40 200 (200-¾)			
LNAV/VNAV DA	706/60 484 (500-1¼)			
LNAV MDA	680/40 458 (500-¾)			680/50 458 (500-1)
CIRCLING	800-1 542 (600-1)		800-1½ 542 (600-1½)	820-2 562 (600-2)

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NDB DEF	APP CRS	Rwy ldg	5001
256	012°	TDZE	28
		Apt Elev	28

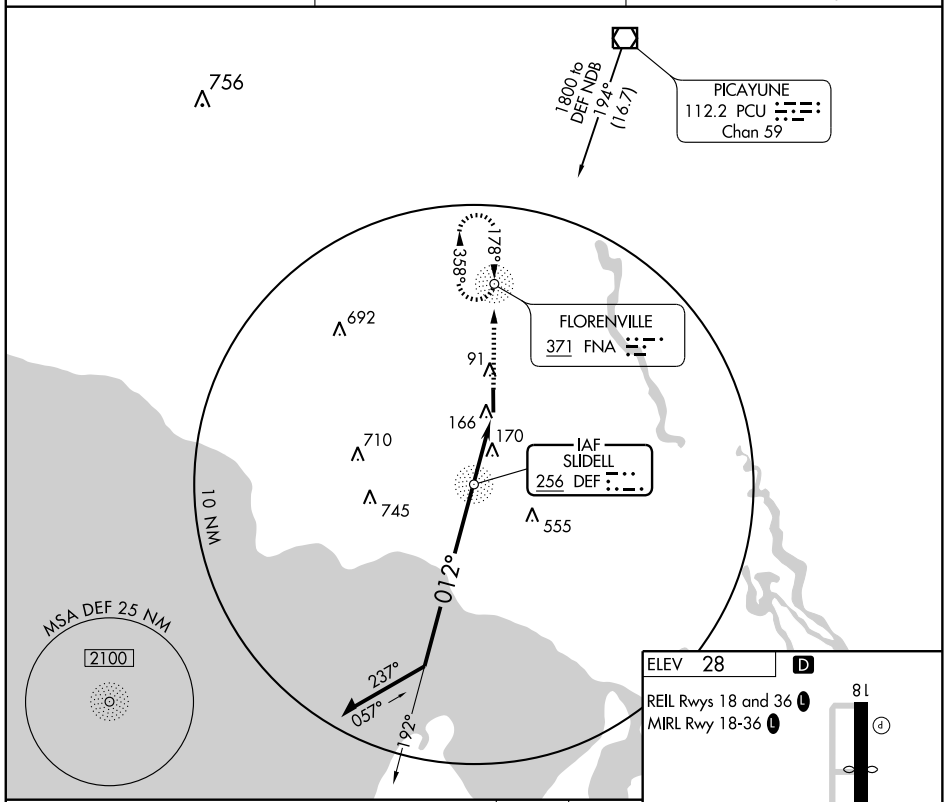
NDB RWY 36
SLIDELL (ASD)

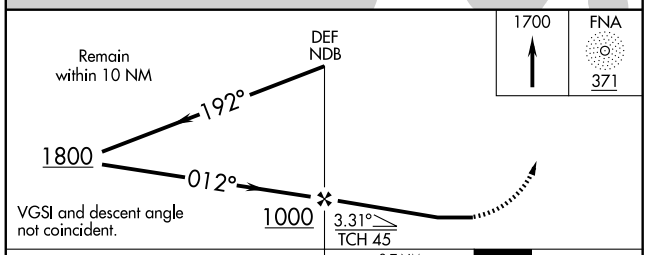
NA

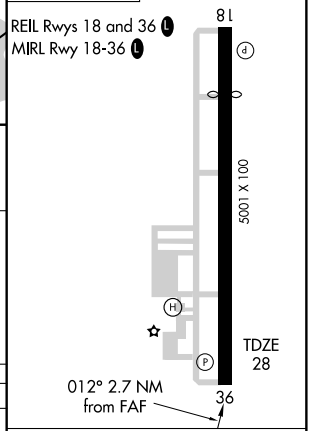
If local altimeter not received, use New Orleans Lakefront altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1700 direct FNA NDB and hold.

ASOS	NEW ORLEANS APP CON	UNICOM
132.475	133.15 290.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	540-1 512 (600-1)		540-1½ 512 (600-1½)	NA
CIRCLING	540-1 512 (600-1)		540-1½ 512 (600-1½)	NA

FAF to MAP 2.7 NM

Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

SC-4. 17 DEC 2009 to 14 JAN 2010

SLIDELL, LOUISIANA

AL-5806 (FAA)

APP CRS	Rwy ldg	4057
178°	TDZE	28
	Apt Elev	28

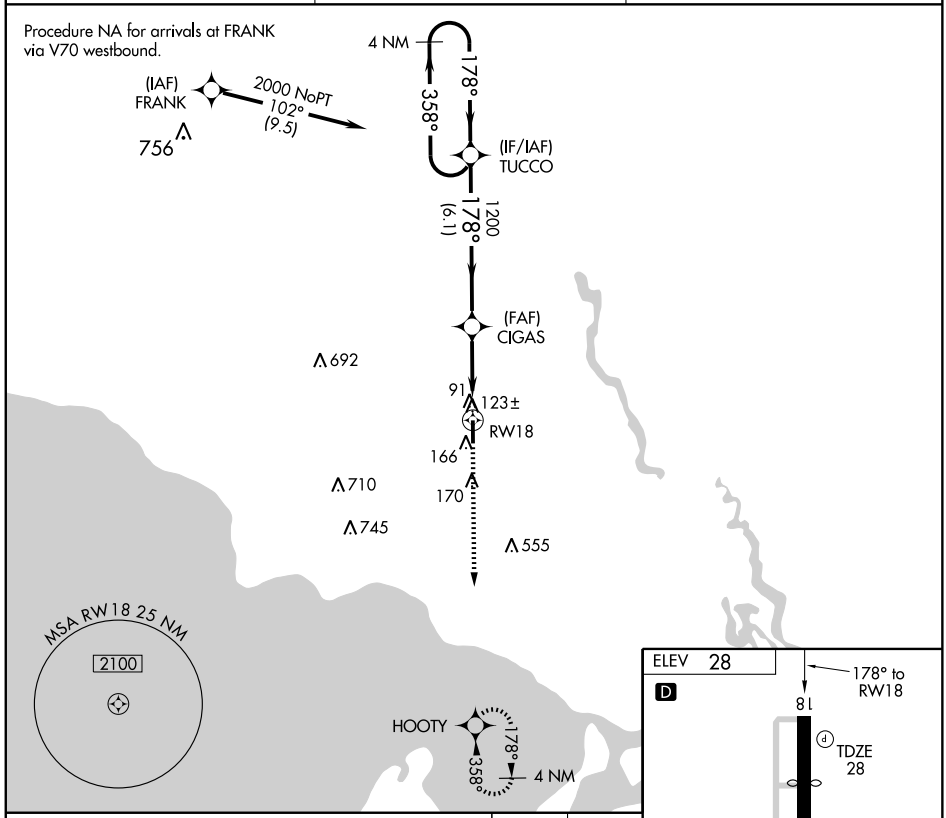
RNAV (GPS) RWY 18
SLIDELL (ASD)

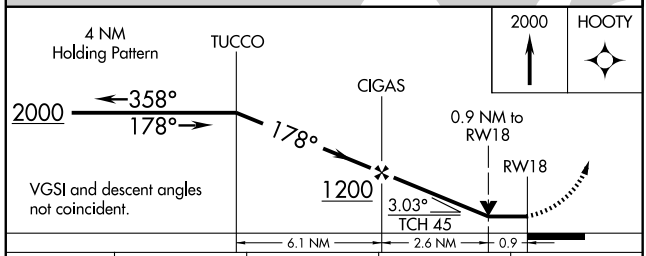
NA

DME/DME RNP-0.3 NA.

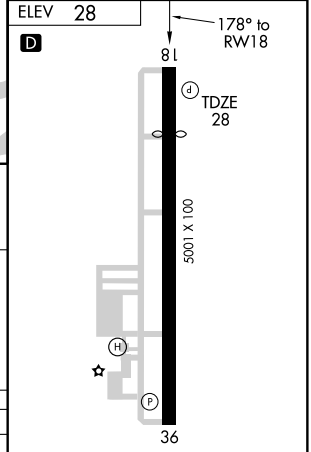
MISSED APPROACH: Climb to 2000 direct HOOTY and hold.

ASOS	NEW ORLEANS APP CON	UNICOM
132.475	133.15 290.3	122.8 (CTAF) L





VGSI and descent angles not coincident.



REIL Rwy 18 and 36 L

MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
LNAV MDA	400-1 372 (400-1)			NA
CIRCLING	480-1 452 (500-1)		480-1½ 452 (500-1½)	NA

SC-4, 17 DEC 2009 to 14 JAN 2010

SLIDELL, LOUISIANA

AL-5806 (FAA)

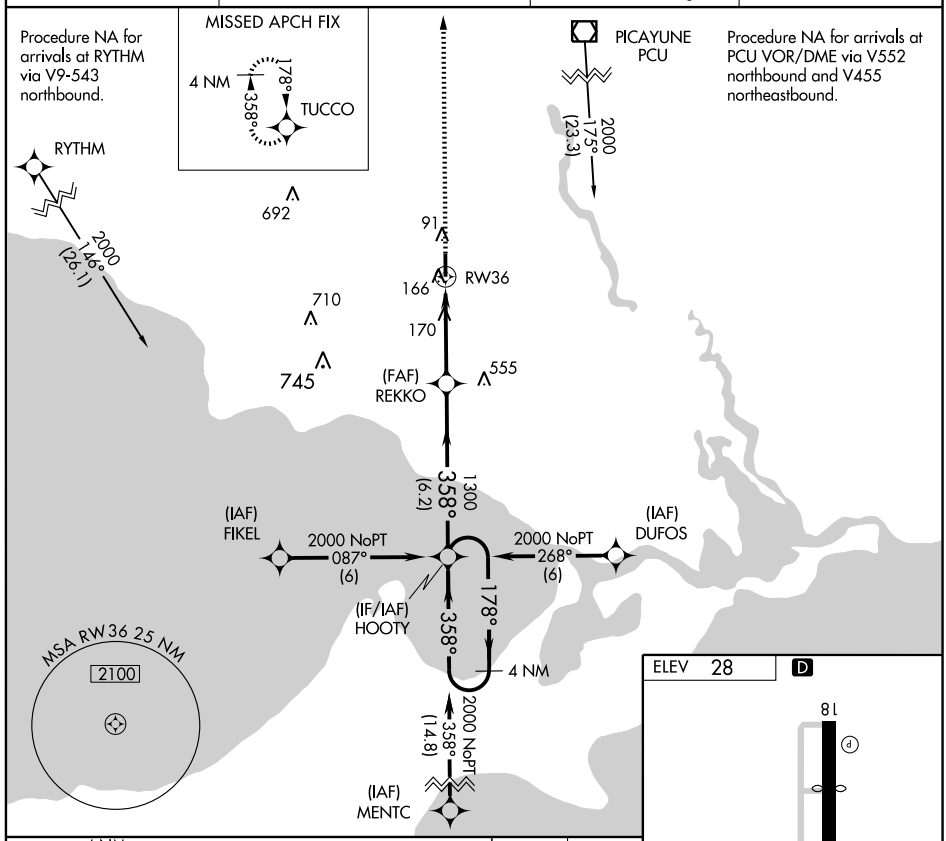
APP CRS	Rwy Ldg	5001
358°	TDZE	28
	Apt Elev	28

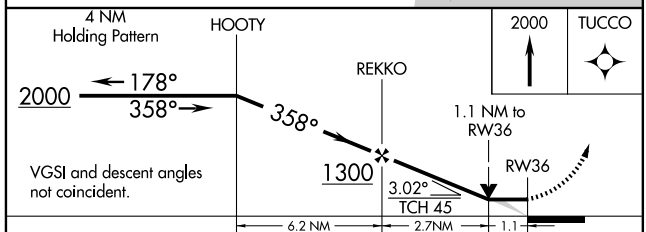
RNAV (GPS) RWY 36
SLIDELL (ASD)

NA DME/DME RNP-0.3 NA.

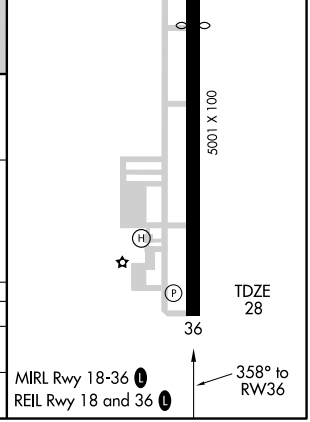
MISSED APPROACH: Climb to 2000 direct TUCCO and hold.

ASOS	NEW ORLEANS APP CON	UNICOM	GCO
132.475	133.15 290.3	122.8 (CTAF) L	135.075





CATEGORY	A	B	C	D
LNAV MDA	420-1 392 (400-1)			NA
CIRCLING	480-1 452 (500-1)		480-1½ 452 (500-1½)	NA



SC-4, 17 DEC 2009 to 14 JAN 2010

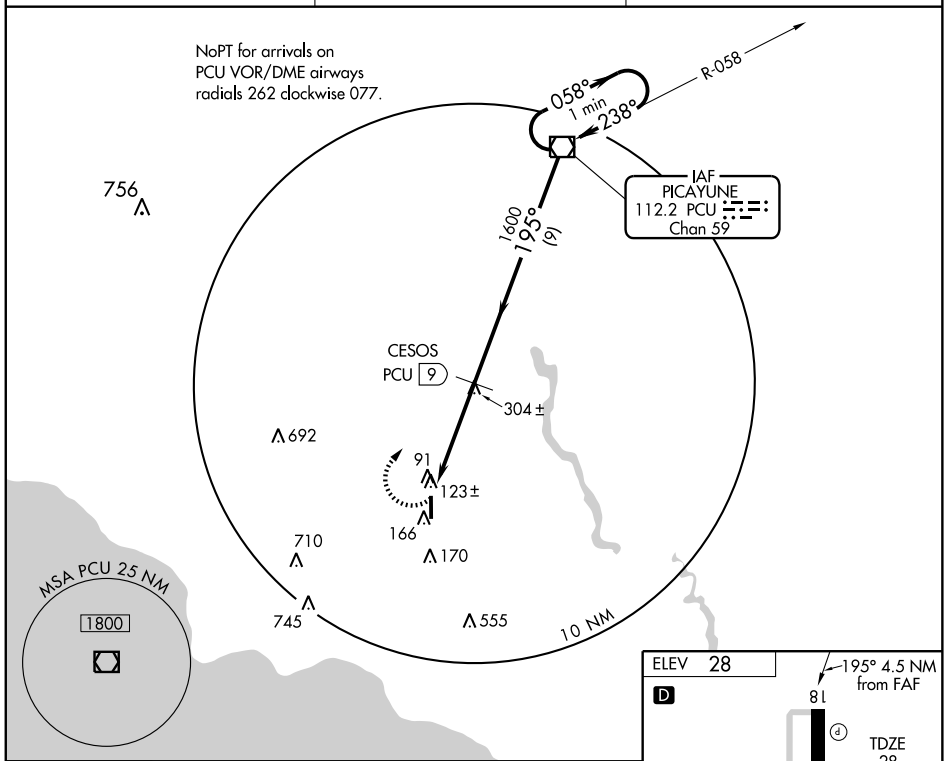
VOR/DME PCU	APP CRS	Rwy ldg	4057
112.2	195°	TDZE	28
Chan 59		Apt Elev	28

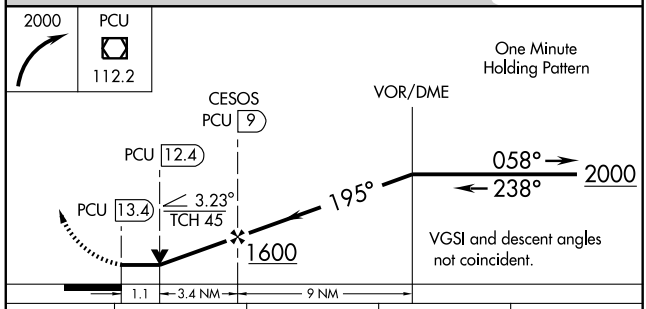
VOR/DME RWY 18
SLIDELL (ASD)

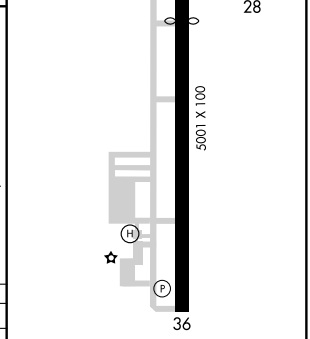
NA

MISSED APPROACH: Climbing right turn to 2000 direct PCU VOR/DME and hold.

ASOS	NEW ORLEANS APP CON	UNICOM
132.475	133.15 290.3	122.8 (CTAF) L







REIL Rwy 18 and 36 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	460-1 432 (500-1)		460-1¼ 432 (500-1¼)	NA
CIRCLING	480-1 452 (500-1)		480-1½ 452 (500-1½)	NA

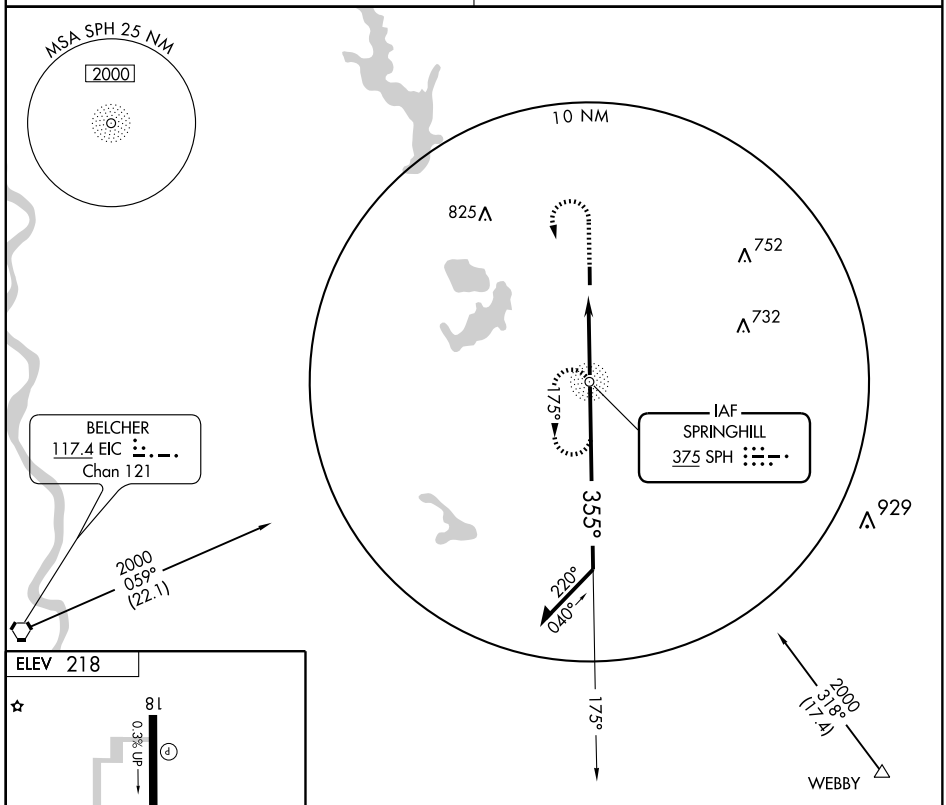
NDB SPH 375	APP CRS 355°	Rwy ldg 4002 TDZE 210 Apt Elev 218

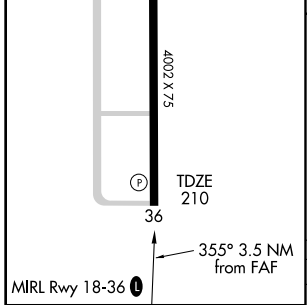
NDB RWY 36
SPRINGHILL (SPH)

NA Use Shreveport Regional altimeter setting.

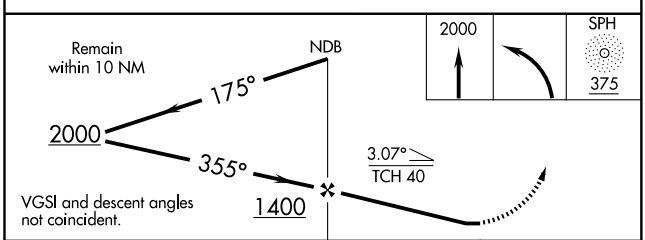
MISSED APPROACH: Climb to 2000 then left turn direct SPH NDB and hold.

SHREVEPORT APP CON	UNICOM
118.6 350.2	122.8 (CTAF) L





FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-36	780-1 570 (600-1)		780-1½ 570 (600-1½)	NA
CIRCLING	800-1 582 (600-1)		800-1½ 582 (600-1½)	NA

LOC I-UXL	APP CRS	Rwy ldg	5001
109.3	146°	TDZE	10
		Apt Elev	10

LOC RWY 15

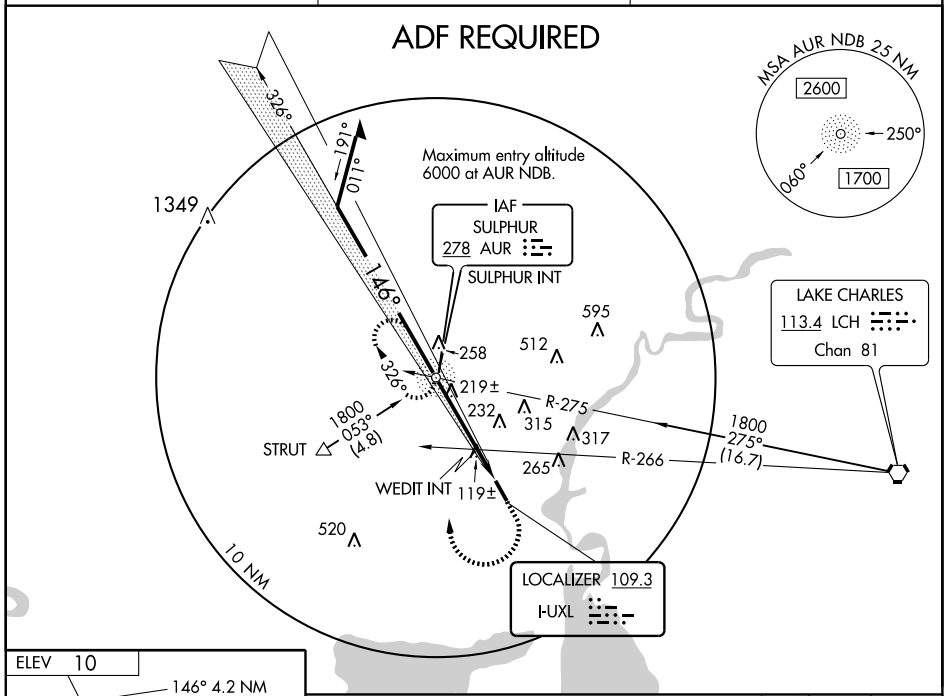
SULPHUR/SOUTHLAND FIELD (UXL)

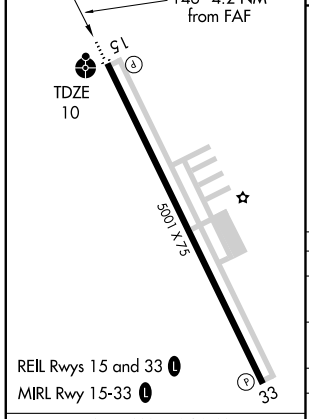
Inoperative table does not apply to S-15 Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet.

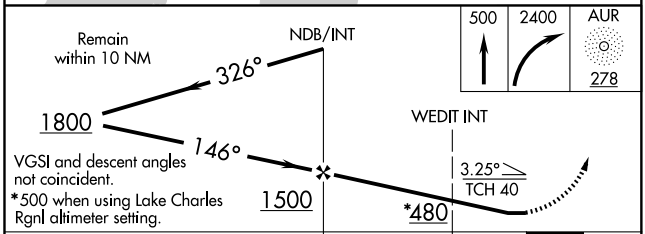
ODALS

MISSED APPROACH: Climb to 500 then climbing right turn to 2400 direct AUR NDB and hold, continue climb-in-hold to 2400.

AWOS-3	LAKE CHARLES APP CON *	UNICOM
118.175	119.35 282.3	122.8 (CTAF) L







FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-15	480-¾ 470 (500-¾)		480-1¼ 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	480-1 470 (500-1)	520-1 510 (600-1)	520-1½ 510 (600-1½)	640-2 630 (700-2)
WEDIT FIX MINIMUMS				
S-15	380-¾ 370 (400-¾)			380-1¼ 370 (400-1¼)
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	520-1½ 510 (600-1½)	640-2 630 (700-2)

WAAS CH 86711 W15A	APP CRS 146°	Rwy ldg 5001 TDZE 10 Apt Elev 10

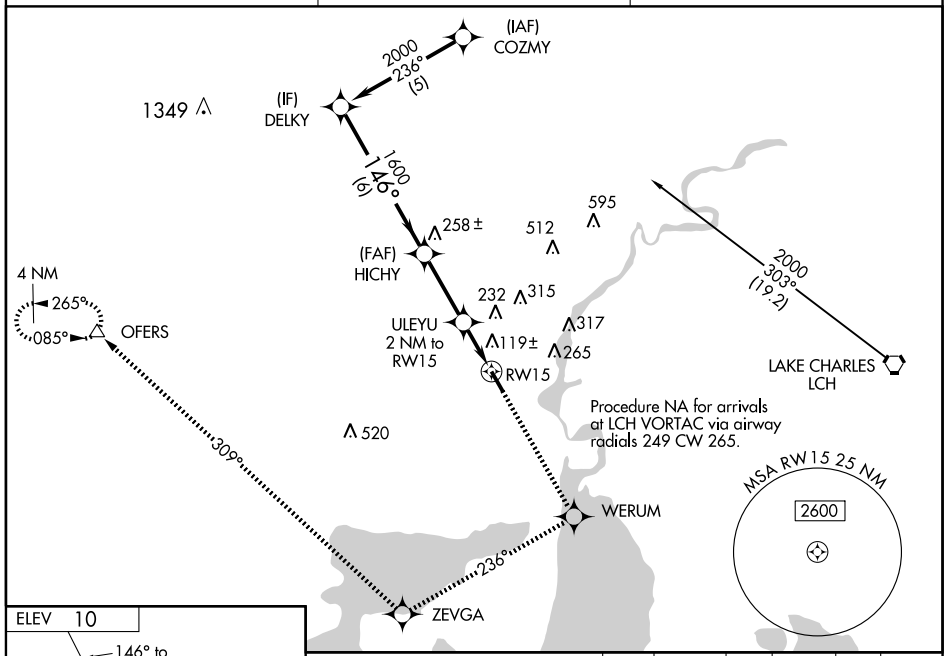
RNAV (GPS) RWY 15
SULPHUR/SOUTHLAND FIELD (UXL)

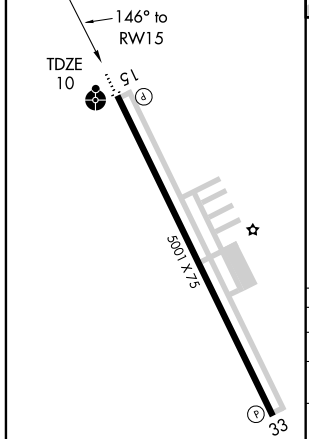
Inoperative table does not apply to LNAV/VNAV. Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all DA 19 feet, all MDA 20 feet and LPV visibility ¼ mile all Cats. VDP NA when using Lake Charles Rgnl altimeter setting.

ODALS

MISSED APPROACH: Climb to 2500 direct WERUM and via 236° track to ZEVGA and via 309° track to OFERS and hold.

AWOS-3	LAKE CHARLES APP CON *	UNICOM
118.175	119.35 282.3	122.8 (CTAF) L

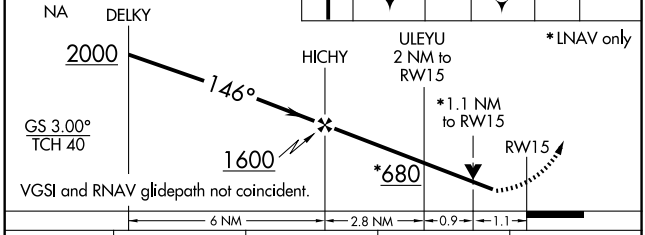




REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

2500	WERUM	236° TRK	ZEVGA	309° TRK	OFERS

Procedure Turn NA



* LNAV only

VGSI and RNAV glidepath not coincident.

CATEGORY	A	B	C	D
LPV DA	309-1 299 (300-1)			
LNAV/VNAV DA	419-1½ 409 (500-1½)			
LNAV MDA	380-¾ 370 (400-¾)			380-1¼ 370 (400-1¼)
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	520-1½ 510 (600-1½)	640-2 630 (700-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

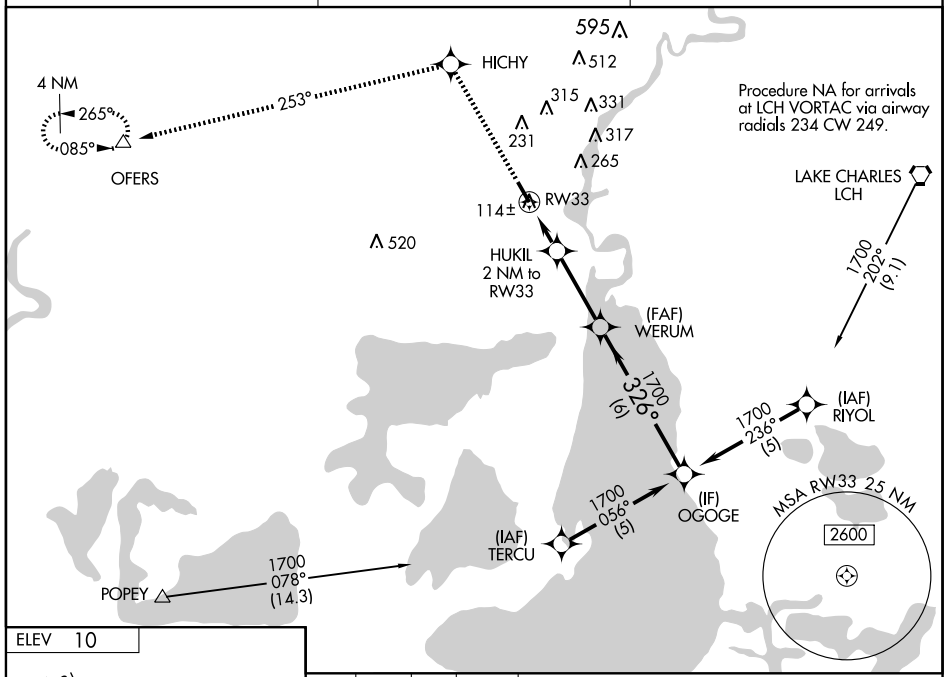
WAAS CH 99610 W33A	APP CRS 326°	Rwy ldg 5001 TDZE 10 Apt Elev 10

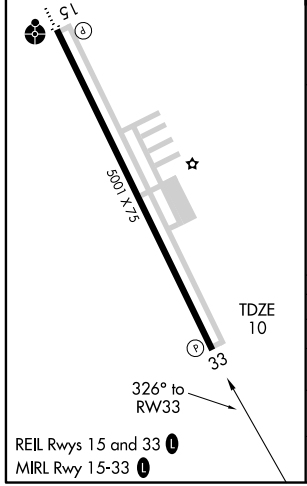
RNAV (GPS) RWY 33
SULPHUR/SOUTHLAND FIELD (UXL)

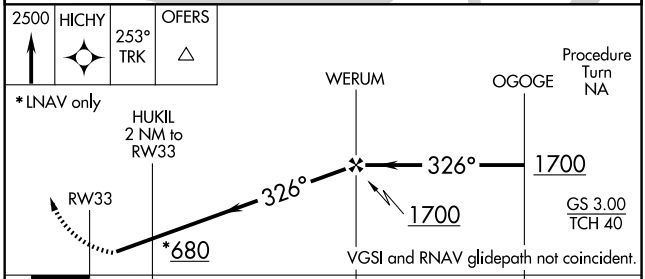
Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all DA 19 feet, all MDA 20 feet and LNAV/VNAV visibility ¼mile all Cats.

MISSED APPROACH: Climb to 2500 direct HICHY and via 253° track to OFERS and hold.

AWOS-3	LAKE CHARLES APP CON ★	UNICOM
118.175	119.35 282.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	348-1¼ 338 (400-1¼)			
LNAV/VNAV DA	384-1¼ 374 (400-1¼)			
LNAV MDA	380-1 370 (400-1)			380-1¼ 370 (400-1¼)
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	520-1½ 510 (600-1½)	640-2 630 (700-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

VORTAC LCH 113.4 Chan 81	APP CRS 261°	Rwy ldg N/A TDZE N/A Apt Elev 10

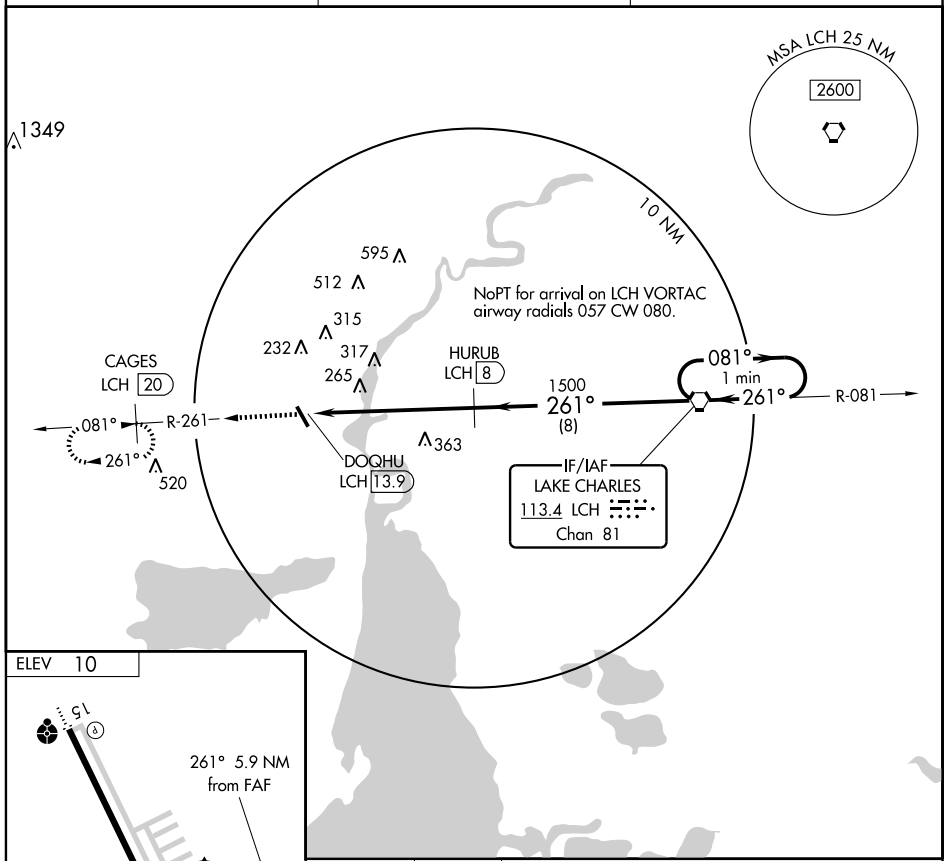
VOR/DME-A

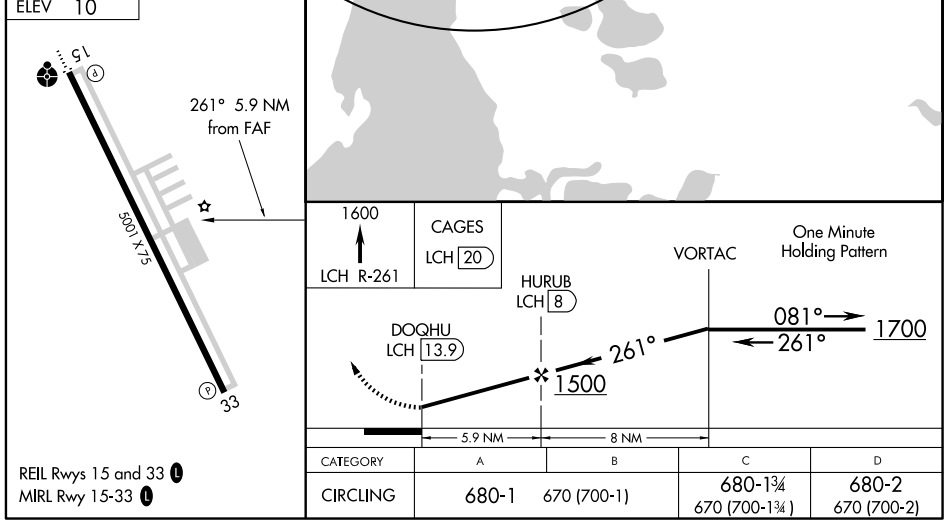
SULPHUR/ SOUTHLAND FIELD (UXL)

When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet and circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1600 via LCH R-261 to CAGES/20 DME and hold.

AWOS-3	LAKE CHARLES APP CON *	UNICOM
118.175	119.35 282.3	122.8 (CTAF) L





REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
CIRCLING	680-1	670 (700-1)	680-1¾ 670 (700-1¾)	680-2 670 (700-2)

LOC I-TVR	APP CRS	Rwy ldg 5000
109.7	357°	TDZE 86
		Apt Elev 86

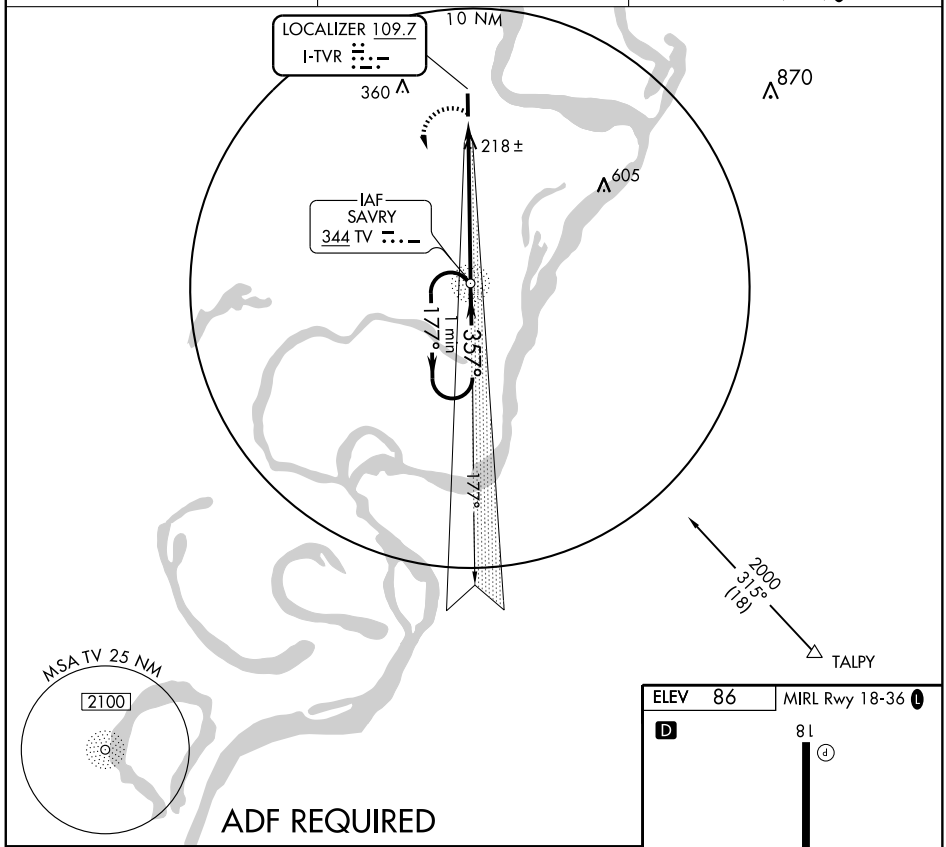
LOC RWY 36

TALLULAH/ VICKSBURG TALLULAH RGNL (TVR)

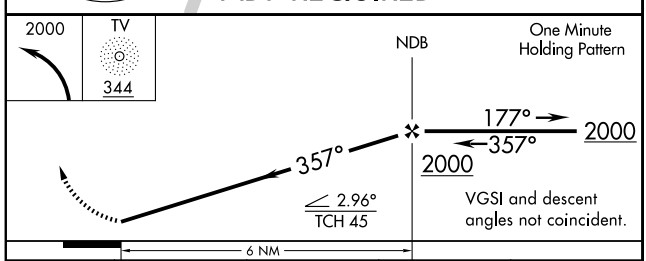
If local altimeter setting not received, use Monroe Regional altimeter setting and increase all MDAs 140 feet.

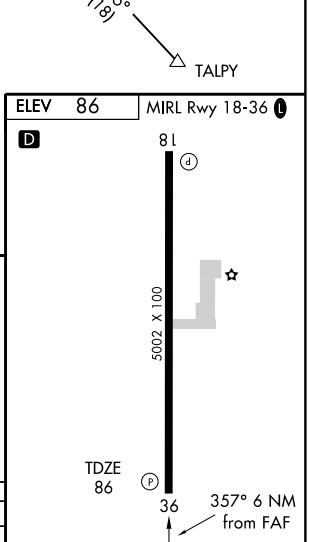
MISSED APPROACH: Climbing left turn to 2000 direct TV NDB and hold.

ASOS-3	MEMPHIS CENTER	UNICOM
118.525	132.5 259.1	123.0 (CTAF) L



ADF REQUIRED





CATEGORY	A	B	C	D
S-36	500-1 414 (500-1)		500-1¼ 414 (500-1¼)	500-1½ 414 (500-1½)
CIRCLING	520-1 434 (500-1)	540-1 454 (500-1)	540-1½ 454 (500-1½)	640-2 554 (600-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

APP CRS	Rwy ldg	5000
177°	TDZE	85
	Apt Elev	86

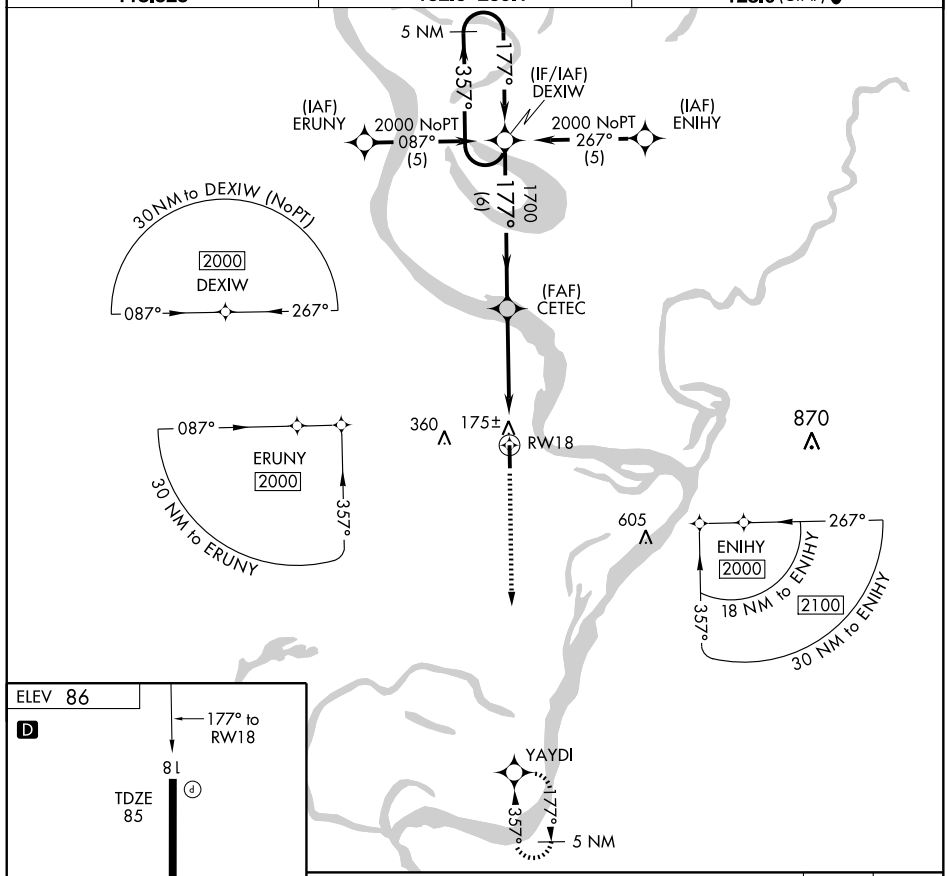
RNAV (GPS) RWY 18

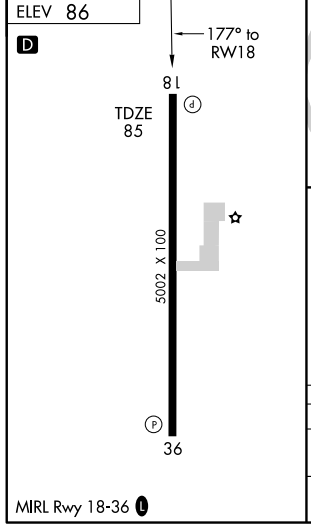
TALLULAH/ VICKSBURG TALLULAH RGNL (TVR)

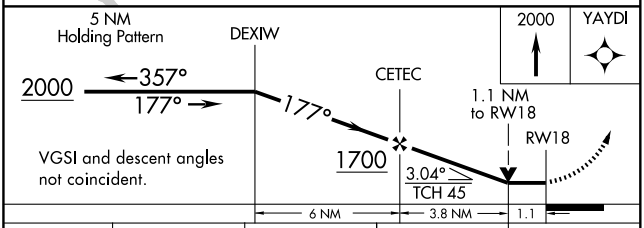
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hardy-Anders Field Natchez-Adams County altimeter setting and increase all MDAs140 feet.
VDP NA with Hardy-Anders Field Natchez-Adams County altimeter setting.

MISSED APPROACH: Climb to 2000 direct YAYDI and hold.

ASOS-3	MEMPHIS CENTER	UNICOM
118.525	132.5 259.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	500-1 415 (500-1)		500-1¼ 415 (500-1¼)	
CIRCLING	520-1 434 (500-1)	540-1 454 (500-1)	540-1½ 454 (500-1½)	640-2 554 (600-2)

SC-4, 17 DEC 2009 to 14 JAN 2010

WAAS Chan 99700 W36A	APP CRS 357°	Rwy ldg 5000 TDZE 86 Apt Elev 86

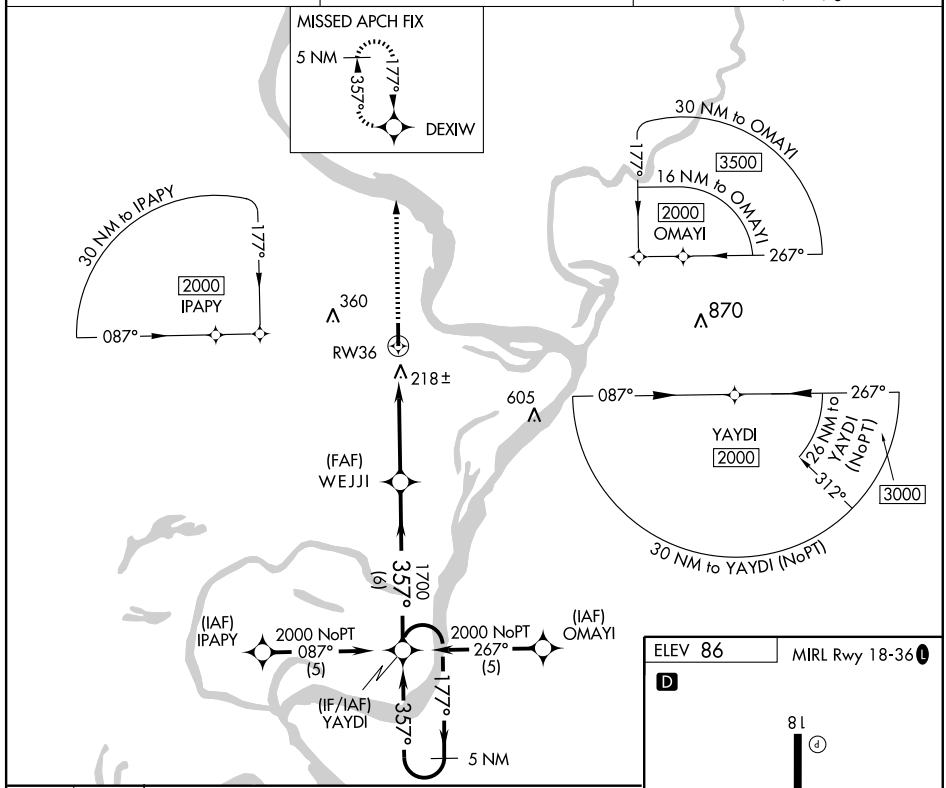
RNAV (GPS) RWY 36

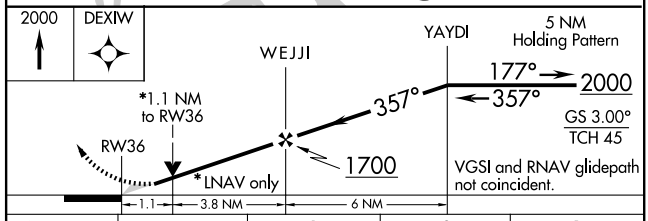
TALLULAH/ VICKSBURG TALLULAH RGNL (TVR)

DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Hardy-Anders Field Natchez-Adams County altimeter setting and increase all DAs/MDAs 140 feet. BARO-VNAV and VDP NA with Hardy-Anders Field Natchez-Adams County altimeter setting.

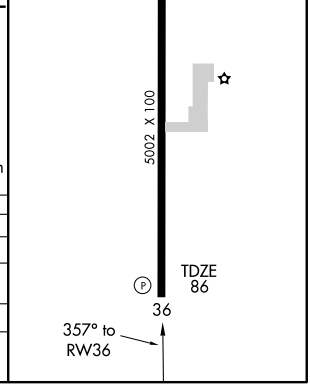
MISSED APPROACH: Climb to 2000 direct DEXIW and hold.

ASOS-3	MEMPHIS CENTER	UNICOM
118.525	132.5 259.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	371-1 285 (300-1)			
LNAV/VNAV DA	498-1½ 412 (500-1½)			
LNAV MDA	500-1 414 (500-1)		500-1¼ 414 (500-1¼)	
CIRCLING	520-1½ 434 (500-1½)	540-1½ 454 (500-1½)		640-2 554 (600-2)



SC-4, 17 DEC 2009 to 14 JAN 2010

VORTAC TBD 112.0 Chan 57	APP CRS 356°	Rwy ldg N/A TDZE N/A Apt Elev 9

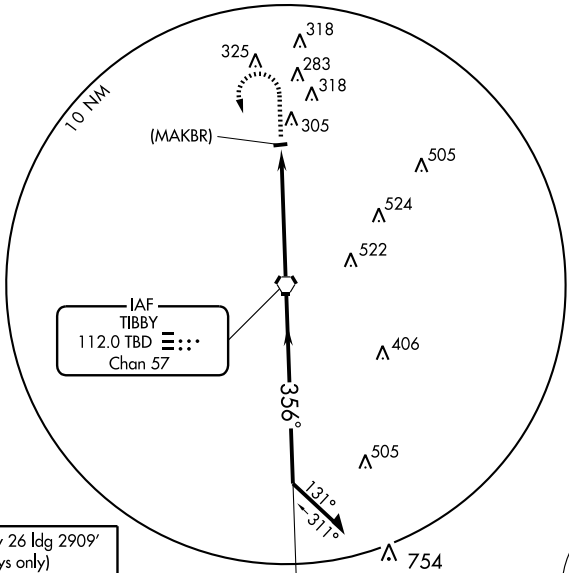
VOR or GPS-A
THIBODAUX MUNI (L83)

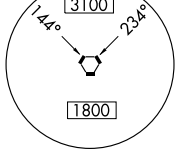
Obtain local altimeter on CTAF; if not received, use New Orleans Intl (Moisant Field) altimeter setting.
NA

MISSED APPROACH: Climb to 1800 then left turn direct TBD VORTAC.

NEW ORLEANS APP CON
118.9 256.9

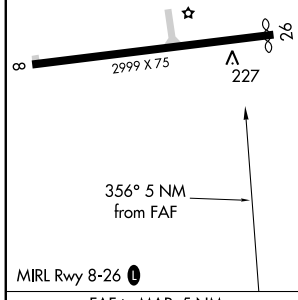
UNICOM
122.8 (CTAF) L



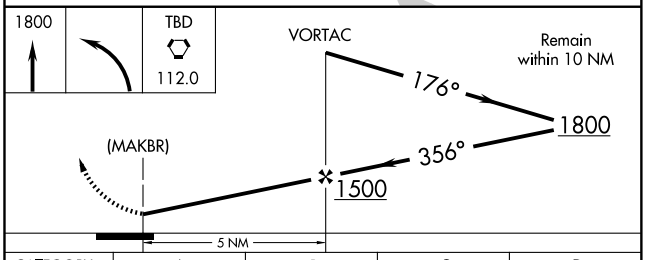


ELEV 9

Rwy 26 ldg 2909′ (days only)



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
CIRCLING	620-1 611 (700-1)		NA	

NEW ORLEANS INTL (MOISANT FIELD) ALTIMETER SETTING MINIMUMS

CIRCLING	760-1 751 (800-1)	760-1¼ 751 (800-1¼)	NA

NDB VIV 284	APP CRS 090°	Rwy ldg 2998 TDZE 260 Apt Elev 260

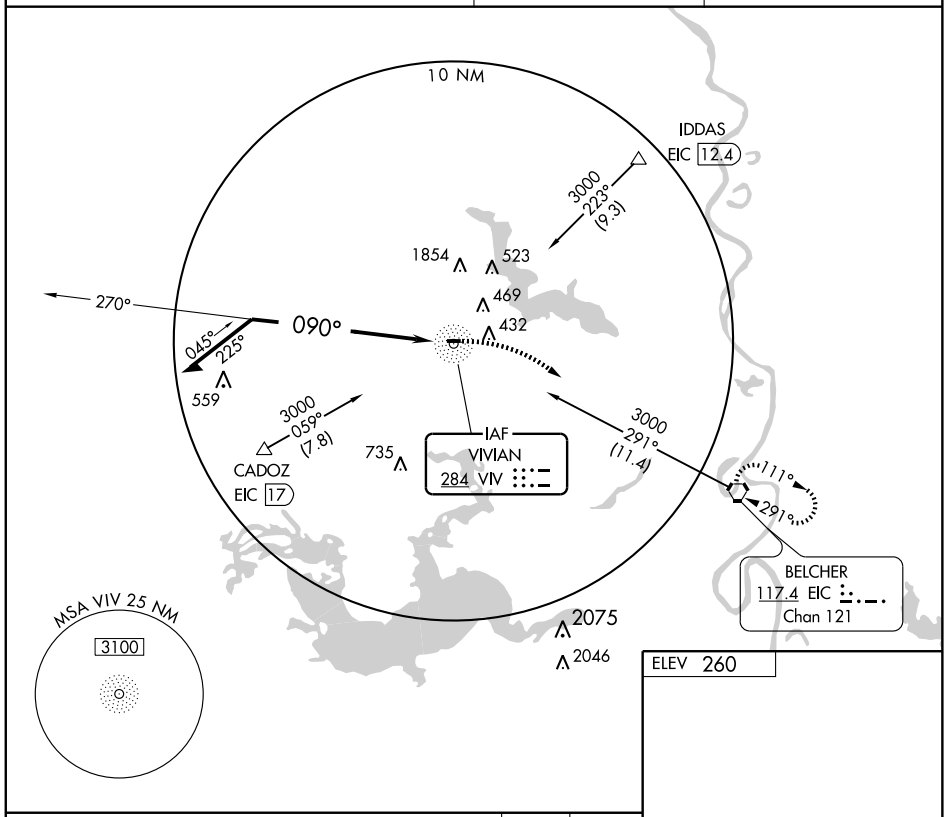
NDB RWY 9
VIVIAN (3F4)

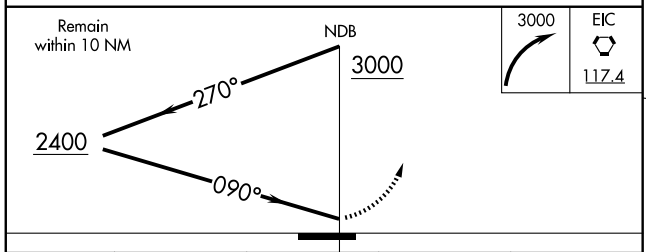
Circling NA north of Rwy 9-27. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting.

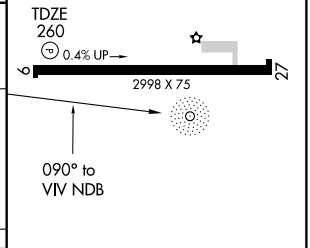
NA

MISSED APPROACH: Climbing right turn to 3000 direct EIC VORTAC and hold.

SHREVEPORT APP CON	UNICOM	GCO
119.9 335.55	122.8 (CTAF) L	135.075







CATEGORY	A	B	C	D
S-9	980-1	720 (800-1)	980-2 720 (800-2)	NA
CIRCLING	980-1	720 (800-1)	980-2 720 (800-2)	NA

MIRL Rwy 9-27 L
REIL Rwy 9 L

APP CRS	Rwy ldg	2998
088°	TDZE	260
	Apt Elev	260

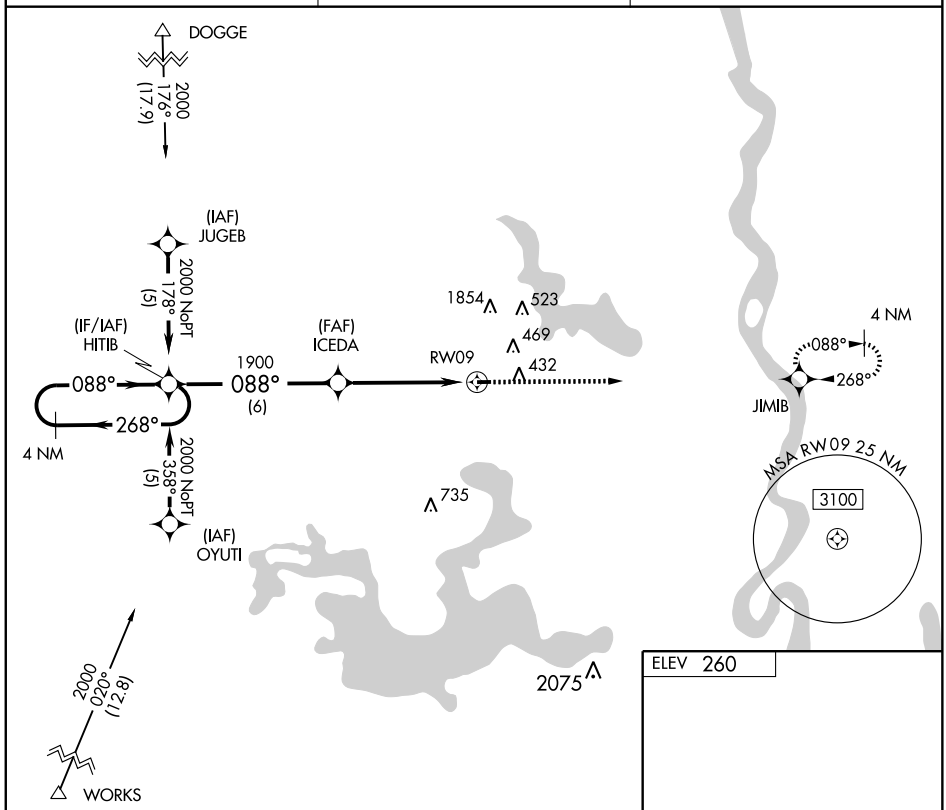
RNAV (GPS) RWY 9
VIVIAN (3F4)

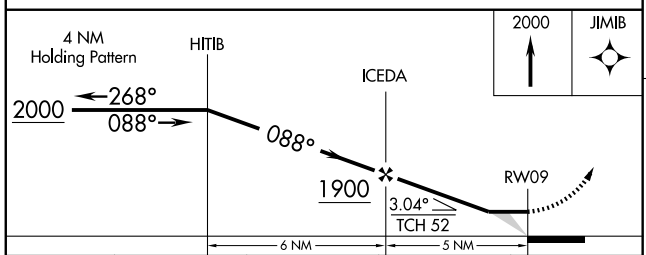
Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting.

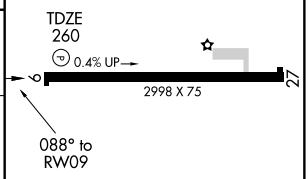
NA

MISSED APPROACH: Climb to 2000 direct JIMIB and hold.

SHREVEPORT APP CON	UNICOM	GCO
119.9 335.55	122.8 (CTAF) L	135.075







CATEGORY	A	B	C	D
LNAV MDA	860-1 600 (600-1)		860-1½ 600 (600-1½)	NA
CIRCLING	860-1 600 (600-1)		880-1¾ 620 (700-1¾)	NA

MIRL Rwy 9-27 L
REIL Rwy 9 L

SC-4, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	2998
268°	TDZE	260
	Apt Elev	260

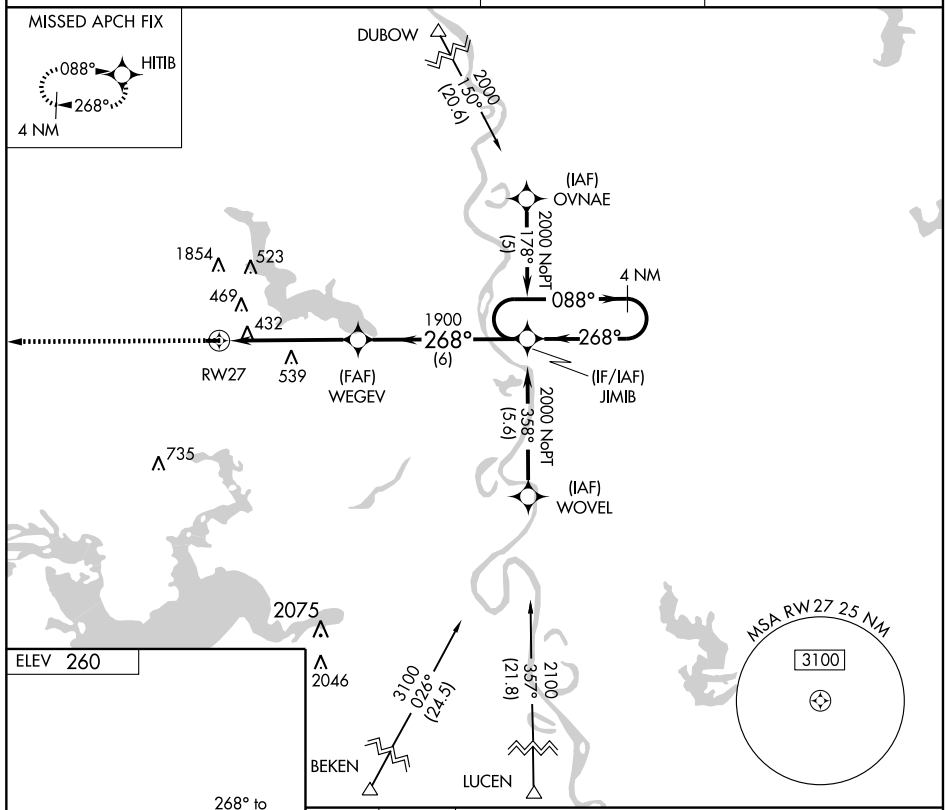
RNAV (GPS) RWY 27
VIVIAN (3F4)

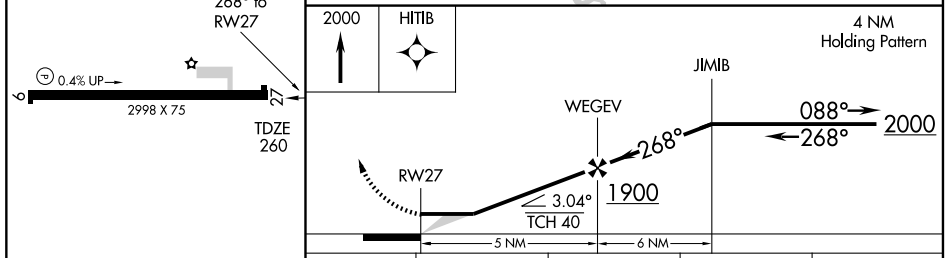
NA

Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting.

MISSED APPROACH: Climb to 2000 direct HITIB and hold.

SHREVEPORT APP CON	UNICOM	GCO
119.9 335.55	122.8 (CTAF) L	135.075





CATEGORY	A	B	C	D
LNAV MDA	860-1	600 (600-1)	860-1½ 600 (600-1½)	NA
CIRCLING	860-1	600 (600-1)	880-1¾ 620 (700-1¾)	NA

MIRL Rwy 9-27 L
REIL Rwy 9 L

SC-4, 17 DEC 2009 to 14 JAN 2010

VORTAC EIC 117.4 Chan 121	APP CRS 291°	Rwy ldg N/A TDZE N/A Apt Elev 260

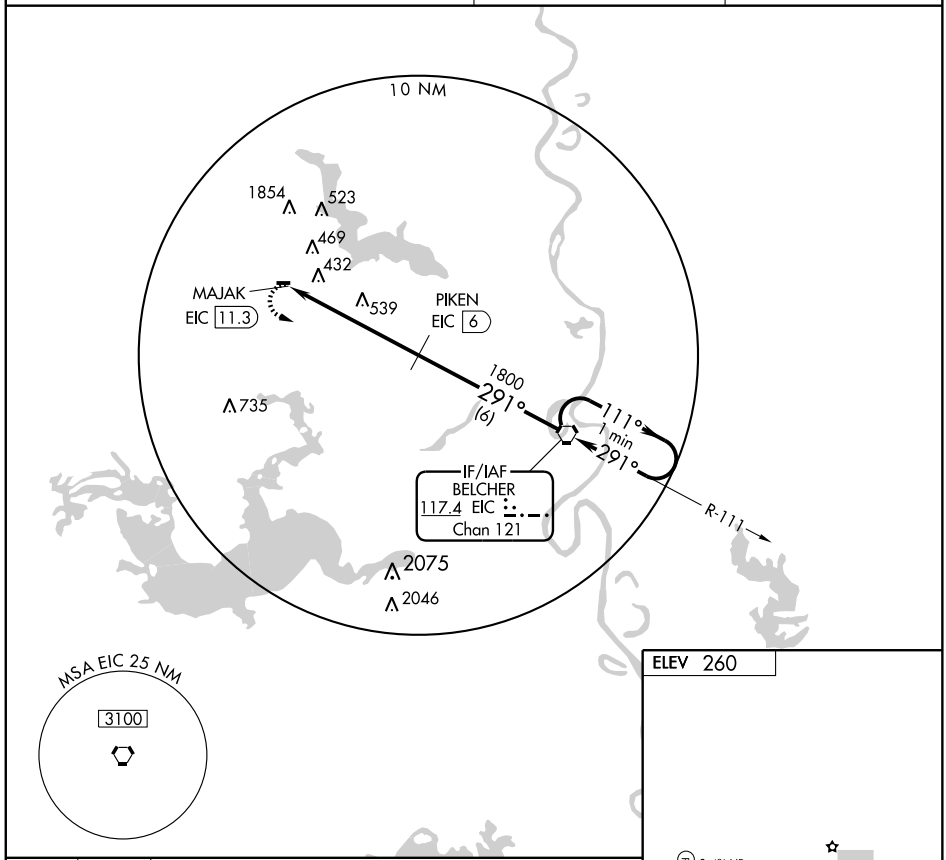
VOR/DME-A
VIVIAN (3F4)

Circling NA north of Rwy 9-27. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting.

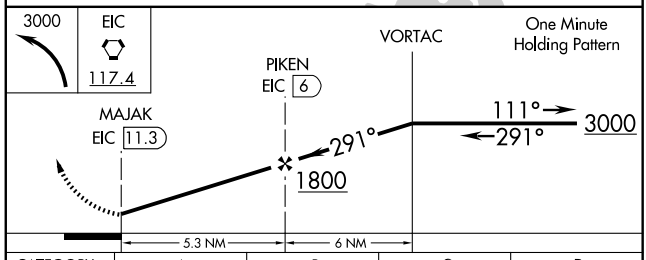
NA

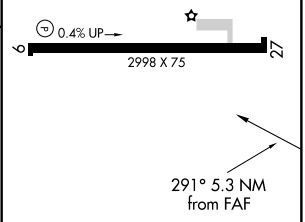
MISSED APPROACH: Climbing left turn to 3000 direct EIC VORTAC and hold.

SHREVEPORT APP CON	UNICOM	GCO
119.9 335.55	122.8 (CTAF) L	135.075



ELEV 260





CATEGORY	A	B	C	D
CIRCLING	860-1 600 (600-1)		880-1¾ 620 (700-1¾)	NA

MIRL Rwy 9-27 L
REIL Rwy 9 L

VORTAC LCH 113.4 Chan 81	APP CRS 060°	Rwy ldg 2700 TDZE 18 Apt Elev 18

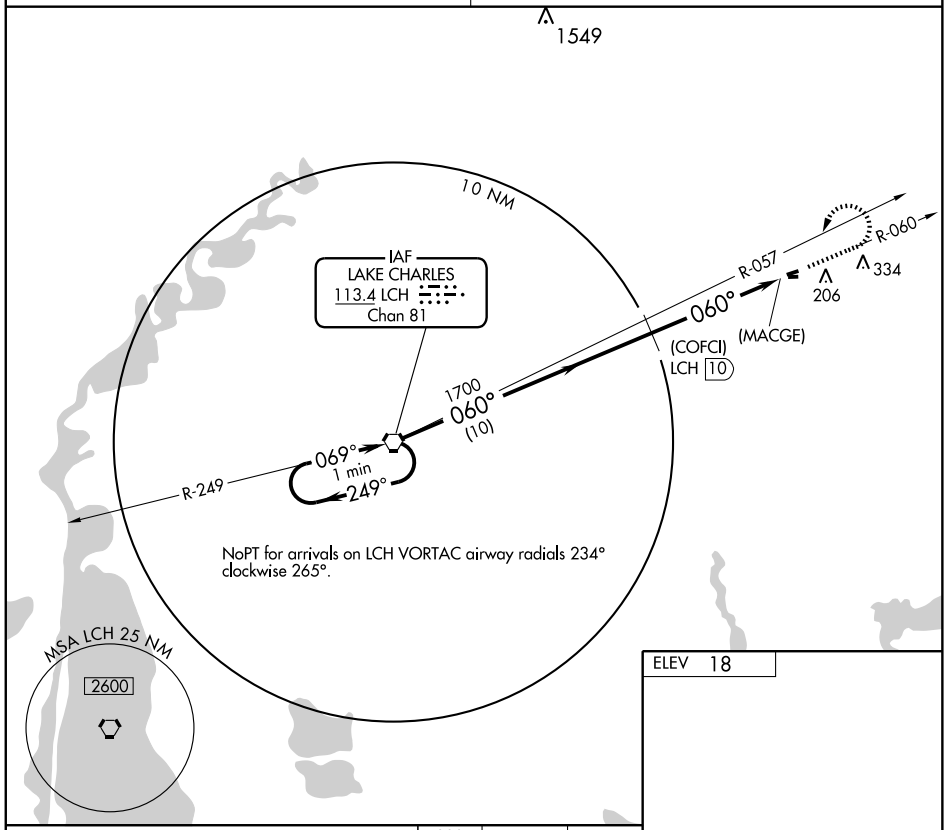
VOR/DME or GPS RWY 7
WELSH (6R1)

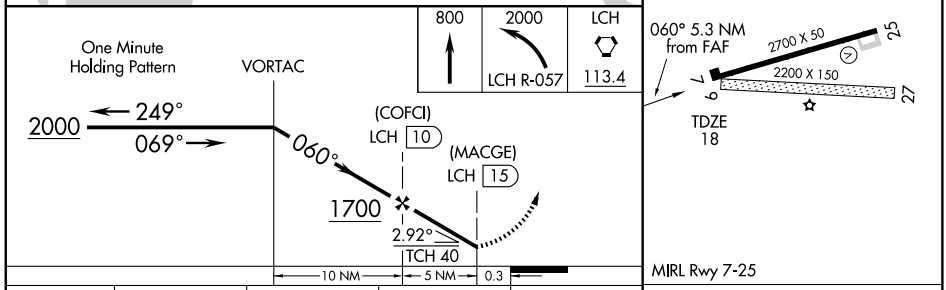
NA Use Lake Charles altimeter setting.

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LCH R-057 to LCH VORTAC.

LAKE CHARLES APP CON ★ 119.8 282.3

UNICOM 122.8 (CTAF)





CATEGORY	A	B	C	D
S-7	440-1 422 (500-1)		NA	
CIRCLING	600-1 582 (600-1)		NA	

Knots	60	90	120	150	180
Min:Sec					

RNAV (GPS) RWY 9

WINNFIELD/ DAVID G. JOYCE (ØR5)

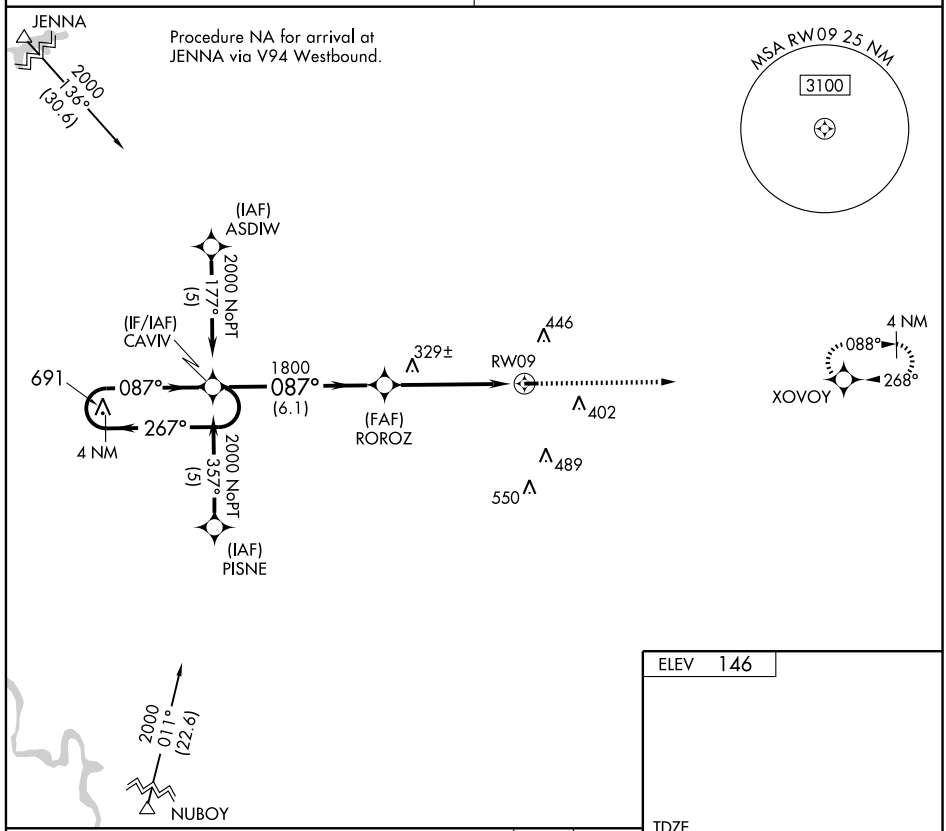
APP CRS	Rwy ldg	3002
087°	TDZE	146
	Apt Elev	146

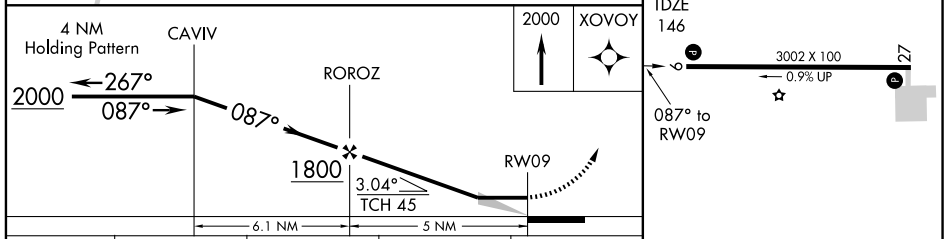
NA

DME/DME RNP-0.3 NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct XOVOY and hold.

POLK APP CON	UNICOM
125.4 302.2	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	680-1 534 (600-1)		NA	
CIRCLING	700-1 554 (600-1)		NA	

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SC-4. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy ldg	3002
267°	TDZE	146
	Apt Elev	146

RNAV (GPS) RWY 27

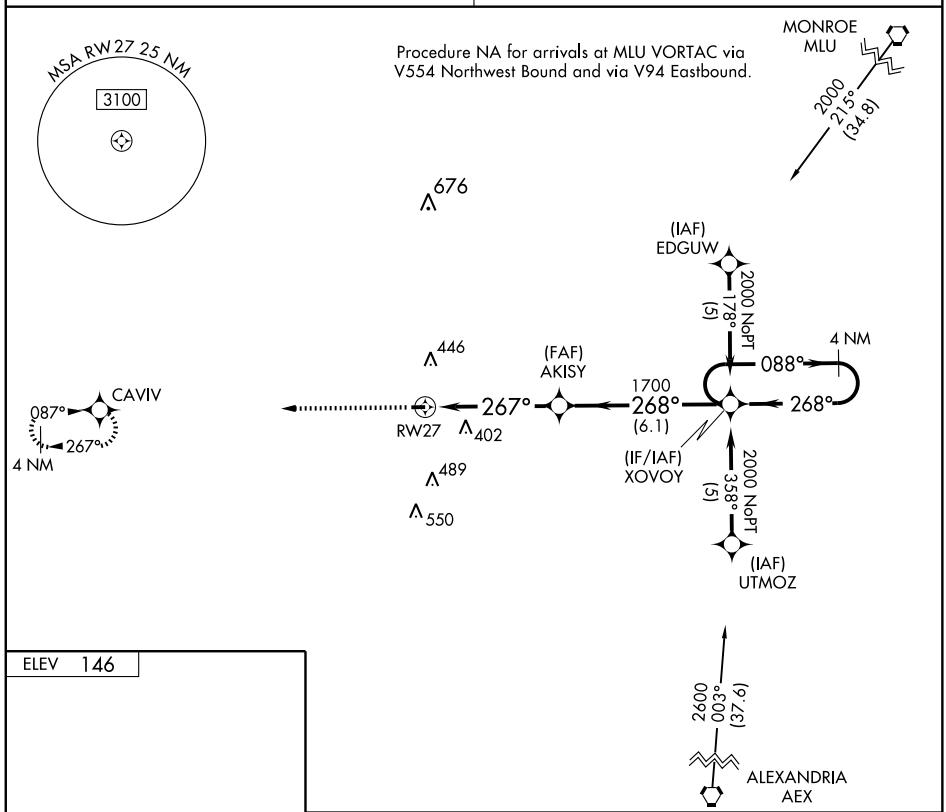
WINNFIELD/ DAVID G. JOYCE (ØR5)

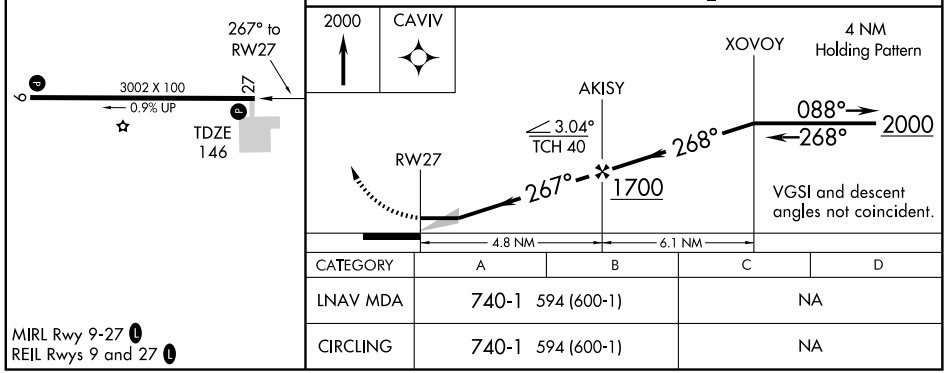
NA

DME/DME RNP-0.3 NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct CAVIV and hold.

POLK APP CON	UNICOM
125.4 302.2	122.7 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	740-1 594 (600-1)		NA	
CIRCLING	740-1 594 (600-1)		NA	

MIRL Rwy 9-27
REIL Rwys 9 and 27